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LESLIE'S HISTORY

OF THE

GREATER NEW YORK

BY

DANIEL VAN PELT

V. 2

VOLUME II

BROOKLYN AND THE OTHER BOROUGHES

ARKELL PUBLISHING COMPANY

(JUDGE BUILDING)

110 FIFTH AVENUE

NEW YORK, U. S. A.

THE HISTORY OF VANP

BY LESLIE VANP



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J. S. J. Stranahan

PREFACE TO THE SECOND VOLUME.



PREFACE to a second volume must appear altogether superfluous and impertinent; a sort of "superfluity of naughtiness," to use a Biblical phrase. But yet a word or two may need to be said to the reader ere he attempts to thread his way through the mazes of the succeeding pages. And first we wish to remind him of one difficulty confronting the writer which did not present itself in the case of the earlier volume. There unity of treatment was a matter of course, because of the unity of topic under treatment. There was but one straightforward narrative to be given of the rise and progress of the original City of New York up to the time of the consolidation. In the present volume, however, there is no such obvious unity of topic: it seems to be broken up into many parts, each with a story of its own. Even Brooklyn, as a city or borough by itself, has this conglomerate history. Its component towns, though not a part of it till the present decade, yet because they form a part now, require an account from the beginning. Thus both in the case of Brooklyn and in that of the other boroughs, we must travel over the same periods again and again, as time brought its changes to localities in one and the other of them. If the unity in treatment has suffered from this inevitable situation, we trust the fault will be pardoned.

A word must also be said in justice to one of our main authorities for Brooklyn history. We refer, of course, to Dr. Stiles's work in three volumes. Without hesitancy or apology we have made free use of that invaluable book—a veritable mine or storehouse of information. As it would be hopeless to attempt to add to it, all that remains to be done for those coming after him is to weave his materials, collected with such infinite industry, into a narrative that will appeal to a larger circle of readers than antiquarians constitute. The same may be said of Riker's "Annals of Newtown," and the county histories of Queens, Richmond, and Westchester. We have used all these sources keeping

PREFACE.

in view our aim, as expressed in the preface to the first volume, which has been for the whole of the work not so much to make researches as to popularize and make readable researches already made. Our object has been not to compile but to narrate, so that, as we said before, busy men of all pursuits and avocations and not specialists in genealogy or experts on local history alone, might be interested and instructed. Sufficiently so, at least, as to carry away from the reading of our book a pretty good impression of what the progress of events has been; how this composite city of ours has won for itself these outlying districts, once so distant and dissimilar, and now so growingly homogeneous, so that their consolidation into a greater New York became as natural as one of Nature's own laws.

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BROOKLYN.

CHAPTER I.

STARTING POINTS OF A GREAT CITY.



IT will readily be granted that a history of Brooklyn most properly begins with an account of that portion of it whence has been derived its characteristic and familiar designation. Other localities, of which there are many which long possessed separate entities, but which now form part of it, may go back to an earlier date. Nevertheless, the spot that interests us most in a search after origins is that which, by its expansion, has finally embraced all the others, and thereby has made their history only recently an integral part of the history of the late city and of the present borough.

Where, then, did the great and populous City of Brooklyn, for many years occupying the proud position of the third city in the land, have its beginning? We are fortunate in being able to locate the exact spot. It is additionally impressive to find, too, that this spot is precisely that where life and business and enterprise are at their best and busiest. Thronging multitudes pass and repass and tread the very ground from day to day. Magnificent emporiums containing in abundant and splendid array the necessities and luxuries of a cosmopolitan civilization, stand on either side of the way on that short piece of thoroughfare, which marked all there was of Brooklyn at first. And curiously enough, it is only about a decade or more ago that this plethora of trade and enterprise was concentrated upon this spot. On any afternoon let citizen or stranger take his stand, or leisurely stroll along Fulton Street, between Boerum Place and Bond Street or Flatbush Avenue, and to either the sight that will greet his eyes will awaken both surprise and pleasure. This was the space which once comprised the settlement that earliest received the name of Brooklyn, in a somewhat different form of spelling. To denote that space as we did—between Boerum Place and Flatbush Avenue, along Fulton Street—is really too generous a measurement; to be literally correct it should be more contracted; but let it stand. Here, then, along this old thoroughfare, not so mathematically straight as

now, but winding to the right and left of its present general direction, were scattered the few houses which made up the hamlet. Imagination will have a hard task to reconstruct this earliest past; to behold again, instead of the thronged thoroughfare and the splendid bazaars, the silent roadway, the infrequent farmhouses, the odd little church in the middle of the road.

It was in the year 1646 that the settlement of Brooklyn was first regularly begun. We must briefly glance at the historical setting of this to us so interesting circumstance. William Kieft was as yet Director-General of the Province of New Netherland, but it was the very year of his recall, and of the appointment of Peter Stuyvesant as his successor, who, however, did not arrive at his post till May 27, 1647. Fort Amsterdam had not yet emerged from its somewhat inchoate condition as a mere settlement around the fort into corporate being as a city, which did not take place till seven years later, or in 1653. The fierce and ruinous Indian wars were happily over, having swept desolation over all the settlements outside of Manhattan Island, wiping out some of those made by English people altogether, and in the September previous (1645), a thanksgiving day had appropriately celebrated the return of peace. Certain tracts of land in Flatlands had been purchased and begun to be cultivated some ten years earlier. Before the Indian Wars, Rev. Francis Doughty and his followers had occupied Maspeth (or Mespat), and after these wars some turned from their desolated plantations and took up ground at Flushing. Lady Moody had established herself at Gravesend four years previously, and by her prudence and firmness had successfully weathered the storm of savage fury and revenge. Perhaps the settlement at Brooklyn's heart was due to the extension of privileges granted to colonists by the West India Company in 1640. In the year 1629, as we saw in our first volume, the policy of the great patroonships had been inaugurated, whereby immense tracts of land were guaranteed to such individuals or companies of merchants as would carry over fifty colonists with all the appurtenances necessary for clearing and cultivating lands, and the erection of houses or towns. The territory that would be granted in consideration of these expensive outfits might measure sixteen miles along one bank of a river, or eight miles on either bank, and might stretch back from such river to a practically unlimited extent. In 1640 encouragement was given to smaller enterprises of a similar kind, by a charter granting to those who would send over five colonists with the necessary appliances, territory to the extent of one mile only along a river bank, and stretching back from it no further than two miles. It has been thought that the settlement of Brooklyn was the result of the stimulus to colonization due to these easier terms, although six years seems rather a long term for this stimulus to have taken effect.

At any rate, in 1646 the settlement of Brooklyn was initiated. In-

deed, a grant of land within its bounds was made as early as 1645. Thus the first name to be noted in the history of Brooklyn proper is that of Jan Evertsen Bout, and he at once comes before us as a familiar figure. He was an owner of land in various portions of the colony in the vicinity of the fort. He had a plantation across the North River at Pavonia, or Jersey City. He possessed a generous piece of property, seven or eight rods square, facing on the present Bridge Street, between State and Whitehall streets, on Manhattan Island, and nestling close up against the south wall of the fort in the rear. He was a man much esteemed by his fellow colonists. When the stress of war compelled Kieft to call into existence the representative body of the "Eight Men," of whom Jan Jansen Damen was one, who had advised the wanton murder of the Indians at Paulus Hook and Corlaer's Hook, the seven others refused to serve with him, and Bout was appointed in his place. In 1647 he was a member of the Nine Men whom Stuyvesant was forced to call together in order to obtain supplies of money, and he was not only active in pressing the complaints against the despotic Director, but was selected one of the three commissioners to carry to Holland in person the papers in the case. Following up the grant of 1645, it was not till 1647 that he left his farm in New Jersey and his lot at Fort Amsterdam, and settled upon his property in Brooklyn. In the meantime two other large grants had been made in 1646 to two individuals, Huyck (*i.e.*, Hugh) Aertsen van (or *of*) Rossum, a village in Gelderland, Holland; and Gerrit Wolphertsen van Couwenhoven. Jacob Stoffelsen and Frederick Lubbertsen are also names that appear in early grants. Some of these colonists had lands bordering on the East River, the extension of which brought them within the boundaries of Brooklyn hamlet. And in fact the proprietors here found their lines running up in almost every direction against the rear lots of settlers along the water front from Wallabout Bay to Gowanus Creek. A glance at the earliest maps will show how closely the heads of this bay and this creek approached each other. The interval between bore the enphionous appellation of Mareckawieck, which was fortunately dropped ere the importance of the community here founded made necessary its frequent use by the population of its immediate vicinity and of the Union. A study of the latest map of Brooklyn still shows how near together are the utmost head of Gowanus Canal and the region of the Navy Yard. A slight turn to the right brings us to Nevins Street. Following Nevins to its beginning at Flatbush and Fulton Avenues, it is but a step over into Hudson Avenue, and Hudson Avenue conducts us soon to the entrance to the Navy Yard. About half-way between these points, a little to the left of the modern line of travel we have thus indicated, was the original location of the settlement whence the great city of Brooklyn has derived its name.

That name in its primitive form read BREUCKELEN. This nomenclature, since it has prevailed to this day, deserves more than a passing notice. Many designations first given to settlements in the vicinity have disappeared. Midwoud is now Flatbush; New Amersfoort is now Flatlands; Rustdorp is now Jamaica; Middelburgh is now Newtown, and greater than all, New Amsterdam is now New York. But Breuckelen is still practically the same: Brooklyn; and while Gowanus, Gravesend, New Utrecht, and Bushwick still remain, or remained till but a short while ago, they never obtained the prominence and prestige of the name that designated a city of over a million inhabitants, the third in the land, next after Philadelphia,



BREUCKELEN IN HOLLAND.

until Chicago began its extraordinary feat of the annexation of far-distant villages. The origin of that name, then, becomes an inquiry of interest and importance. An early chronicler does not seem to know just whence it is derived. Another is found arguing seriously that it is meant to describe the nature of the territory: Broken Land, or Brook Land, the surface being much broken by streams of water. It does not seem that this happened to be the case precisely where Brooklyn's earliest settlements were made, however true it might have been of the Wallabout and Gowanus. There can be no doubt, therefore, that the ancient Dutchmen did here what they had been doing everywhere else in New Netherland: giving to their hamlets or villages, or towns, or cities, the

names which brought with them fond associations and perpetual reminders of their homes in the Fatherland. Thence came New Amsterdam and Harlem, on Manhattan Island. And upon Long Island reappeared names recalling localities in the province of Utrecht: New Amersfoort, in honor of the city of Amersfoort; New Utrecht, in honor of the city and province of that name. The Vanderbilts, afterward so prominent a family in the county, came from the village or hamlet of Den Bildt, a few miles to the north of Utrecht city. And evidently somebody among the first settlers of Brooklyn hailed from another village in the province of Utrecht, that of Breuckelen, a considerable place then, as it is now.

It would seem more than pardonable, and quite in keeping with the

interest that attaches to its unique name, that the historian of Brooklyn should devote a little space to the modest village whose name was borne by the great American city, and by which circumstance its humble appellation has attained world-wide fame. In 1646 Breuckelen in Holland might have looked with disdain upon its vastly inferior namesake in America. In 1898 Brooklyn, from the pinnacle of its municipal greatness, looks with a natural curiosity upon the place which gave it "a local habitation and a name."

The tourist in Holland who wants to get acquainted with the village of Breukelen (as it is now spelled) may reach it per train from Amsterdam after about a half-hour's ride. Or if he prefers a mode of travel more in keeping with the days of old, and more characteristic of the country, he may take a canal packet (in these days moved by steam-power, however, and thus far a concession to modern modes of travel), when he will occupy perhaps double the amount of time upon the journey. As he approaches the town from the railroad station he will walk for about half a mile along a narrow gravel road, with no trees on either side. A canal about twenty feet wide is upon the left, and an ordinary ditch separates it from the meadows on the right. Nearing the village, a lofty brick tower looms up prominently above the surrounding buildings, and is found to belong to the Reformed Church of the place. There is only one other, the Catholic Church, also of brick, and quite as large, but of more modern build. Indeed, both these churches, if they were transferred to one of the broad avenues of the "City of Churches," would compare quite respectably in size with some of the largest and finest there. The Reformed Church is of course the more historic of the two, having been built before the dawn of Protestantism. It abounds in ancient tombs and monuments, and a canopied pew is still shown wherein sat and worshiped the great Dutch patriot and statesman, beloved by William the Silent, but hated and beheaded by his son Maurice—John of Barneveld, the hero of our Motley's latest work, who owned and occupied a country-seat at Breukelen, of which more anon.

The church stands with its rear to the main street of the village. This street is part of the highway between Amsterdam and Utrecht, and like all highways in Holland, is paved with bricks, and garnished with rows of luxuriant trees on each side. In its progress through the village the trees give way to houses, but no sooner do you emerge from the bounds at either end than the trees resume their place. Immediately opposite the church, a street starts at right angles with the main road, called Church Street. Two others run parallel with this, the Heeren Street and the Achter (or Back) Street, and these thoroughfares can boast of no greater width than some ten or fifteen feet. They are crossed again by others still narrower, the system eliciting the admiration of a chronicler who wrote at about the middle of the 18th century, saying: "This must be called a finely laid-out

village, since it is traversed by many streets and alleys." Following Church Street we come, after a walk of a few minutes, to a handsome, old-fashioned drawbridge, and we discover that all of Breukelen lies between the highway already mentioned and the river Vecht. It is along this river that the canal packet plies between Amsterdam and Utrecht, and fair is the prospect of the village as we pass by at the moderate speed attainable by the little steamer. Coming from Amsterdam it lies on our right, while a fine road, of hard gravel, and with one row of handsome trees on the further side, borders the canal on the left, beyond which stretch the interminable meadows, with here and there a farmhouse, or a country-seat with its park. The river Vecht is about sixty feet wide (not "one hundred yards," as Minister Henry C. Murphy wrote in 1859), and one would hardly suspect from its modest proportions and sluggish flow that it was one of the branches of the delta which the famous and imperial Rhine forms through every part of Holland. Handsome gardens with pretty garden- (or tea-) houses come right down to the river's edge; but here and there the bank expands to a narrow path, along which are built neat modern houses of one or two stories, fairly shining with cleanliness, and indicative of easy circumstances and supreme comfort in life. The houses throughout the village are uniformly built of brick, sometimes with stone or marble trimmings, now and then bright with a stuccoed front painted white. Occasionally an old-fashioned house is seen with pointed gable to the street, but most of the houses have square fronts, some of them rising to no greater height than one story, a dormer window peeping out from the tiled roof above. Two-story houses are most in evidence, those of three being very rare. Just where the drawbridge enables one to cross the river from Church Street, as one passes over to the road beyond, another road is seen to stretch into the country immediately in front and at right angles to the former. On the right hand, at the corner of these two roads, thus directly opposite the village, stands a handsome villa of modern appearance. Yet completely surrounded as it is by a broad moat, it seems to remind the spectator of more ancient conditions. This used to be the Castle of Gunterstein, the country-seat of the great John of Barneveld. When political bitterness led to his execution for a treason of which his soul was incapable, and which his immense services to the Republic during thirty years of public life should have made impossible, this estate was confiscated, with all his other possessions. His residence here, although so greatly altered, lends the charm of an historic name to the village otherwise of such interest to the resident of Brooklyn. It carries back the mind to days a little preceding the beginning of the history of our own Brooklyn. Yet the age of Breukelen antedates by far even the times of the Dutch struggle for independence, for the chronicler already cited says of it again: "This village since time im-

memorial.”—[*oudenkelyke jaaren*, that is, “unthinkable years,”]—“by reason of its delightful situation, healthful air, and continual passage of boats and ships, together with the swift running to and fro of all sorts of conveyances, which latter not seldom halt here for refreshments, causes the inhabitant here to enjoy a sweet and pleasant life, and moreover a reasonable and comfortable subsistence.” Perhaps the denizen of modern Brooklyn will regard this as a tolerably correct description of the advantageous conditions of his particular borough; nor less likely will he wish to find a parallel in what this historian of Breukelen goes on to say: “In consequence of which it is seldom seen that those who have once settled here have any desire to depart for other places.” It is to be presumed that an exception may be made of Heaven. Once more indulging ourselves in a glimpse of Breukelen as it commended itself to this quaint writer about the year 1750 or 1760, the startling similarity between the population of these two so far separated Brooklyns, both in place and time, will cause the reader to excuse and justify this rather prolonged digression: “The inhabitants of this village,” says the annalist, “are able not only to receive every one well, according to their condition, and to show them all proper honor and amity, but, besides, are able also to prove that they know, like accommodating and modest people, how to secure and promote the welfare of Breukelen, and of all strangers who honor them with their visit.” A home-loving, hospitable people, interested in one another, genial, sociable, not so wrapped up in self or suspicious of others as to suppress all neighborly impulses, and disdain to speak to persons living on the same block, or in the same house, as is habitually the practice on Manhattan Island—this is the kind of inhabitants noted as living in Breukelen in 1760, and is also well-known to occupy the habitations of Brooklyn to-day; a winsome race, drawing others to visit them, and to abide within their precincts; who can afford to let the graceless and unsocial cosmopolitans across the East River exhaust their flattened wits in efforts to ridicule their habits in verbal squibs or pictured caricatures, in which the baby carriage plays so prominent and unceasing a part. All honor to Brooklyn, not only as the city of churches, but also as the city of homes and neighbors!

We have now seen that it so came about that the name of a Dutch village was given to our village on Long Island, and what that village, thereby made so interesting, is like. Without a word of apology for the break in our narrative, we now take it up again, that we may note the remarkable progress of events by which the American namesake has so vastly distanced its prototype across the sea. For many a year no indication of such destined superiority was apparent; indeed even at the dawn of the present century it may be questioned whether the Dutch village could have been for a moment compared with the one here, except to the great disadvantage of the latter.

Breuckelen was the earliest of the Dutch towns on Long Island to obtain regular incorporation, with town officers, on the plan prevalent in Holland. In May, 1646, Jan Evertsen Bout and Huyck Aertsen were unanimously elected by their neighbors to act as *Schepens* (derived from *Scabini*, and forming a sort of Common Council in cities). And in December of the same year town-organization made another step in advance by receiving the sanction of the Colonial Government in their appointment of one John Theunissen as *Schout*, an office combining the functions of sheriff and secretary. The jurisdiction of the town embraced a wider field than that covered by the few straggling houses of Breuckelen. Even then it extended beyond and included what was known as Bedford, reaching to the boundaries of Bushwick and the "New Lots" of Flatbush. Southward it touched the borders of the latter, and, going on toward the East River, the spots known as the Wallabout, the Ferry, Gowanus, and Red Hook,



BREUCKELEN—BRIDGE OVER VECHT RIVER.

all came within the town-line, and their annals thus early become part of the history of Brooklyn. The *Schepens* and the *Schout* therefore were likely to have their hands full. Hence it was stipulated in the document appointing the former, that if they should find the "labor too onerous," they would be allowed to choose two other in-

cumbents. The practice in the Fatherland, also adopted here, was to nominate a double set of names for the office of *Schepens*, by vote of the townspeople, from whom the Chief of the Province, or the Director-General here, could select his appointees. It does not appear that the *Schepens* received any pay for their services, but the *Schout*, whose duties required all his time, and who needed to be a man of some education, was provided with remuneration, either by salary or by fees, or both. At first the *Schout* of Breuckelen served in the same capacity a few of the neighboring towns at the same time, but in 1654, in reward for their signal exhibition of loyalty, when a threat against New Netherland was made by the English towns on Long Island, the inhabitants of Breuckelen were allowed to have a *Schout* all to themselves, and David Provoost was the first incumbent of the office under this new arrangement. It was then that the question of remuneration came under discussion again. Provoost

was given it in the form of fees. These were 60 cents (24 cents U. S.) for each copy of any judicial act passed by the Schepens; and 30 cents (12, U. S.) for any extract from their minutes. A petition in a civil case cost 80 cents (32, U. S.), and one in a criminal case 100 cents (or 40, U. S.). In 1660, when Adrian Hegeman became Schout, a salary of 200 guilders (§80) per annum was attached to the office, with the addition of half the civil, and one-third the criminal fines, and a few of the original clerk fees.

The reward for loyalty included also the appointment of two more Schepens, now making the number four, for Bout and Aertsen had not found their labors too "onerous" in 1646, and had been content to remain the only functionaries. Flatbush and Flatlands had also thus been rewarded, and now, to top all, these various towns were permitted to constitute a court of a more general nature than that of the Schepens of each town, becoming, therefore, a "Superior Court," to be composed of delegates from each of the towns, and the Schouts of each. It appears, however, that Breuckelen's Schout continued to act as Schout for the other two. The creation of this court lent a new dignity to the townships. Republican Holland possessed, indeed, a popular government, but the people were only mediately represented in it. That is, as was explained more fully in our previous volume, the source of authority was ultimately the government of the various municipalities. These sent delegates to the Provincial Legislature, and the Provincial Legislature in turn sent theirs to the States General or Congress of the Seven United States. By having now a regularly constituted court, the towns were finally entitled to representation in any more general legislative body that might be called into existence in New Netherland. When they had sent delegates to such a body, improvised by themselves, in 1653, of which we shall have occasion to speak in the next chapter, Stuyvesant had declared the act illegal, on the grounds just explained. The Superior Court not only was called upon to adjudicate cases, but was a governing body as well, having the power to lay out roads, build churches, institute educational advantages, and make laws for the localities under their care. In 1664 a practice which had prevailed in Holland for over a hundred years was introduced in the town of Breuckelen and its neighbors. This was the registering of deeds, mortgages, and all documents bearing on the sale or transfer of real estate. No such transfer or dealing was legal unless signed by the Schout or Secretary of the town, attesting the signatures of the parties involved, and no document received the official signature unless the original patent was shown, clearly proving the property had come legally into the present owner's hands, extinguishing all titles up to that of the original Indian possessors.

No city or village in Holland would deem itself to be in existence at all if it did not have its market-day regularly once a week. In

keeping with this universal custom of the home-land, the High and Mighty Council of New Netherland, which practically meant the High and Mighty Director-General Stuyvesant himself, was humbly approached by the magistrates of Breuckelen, early in the year 1657, with a petition that a market-day might be established within the town under their jurisdiction. There could be no possible objection to satisfy so laudable a desire, and to foster a project so calculated to keep up the traditions of the Fatherland, and hence on April 11, 1657, we find upon the recorded transactions of the Council of the Province, the permission to the people of Breuckelen to hold a market-day regularly on Thursday of each week. On that day, therefore, we may imagine a great concourse of farmers and their wives, collected from the various "bouweries" at Gowanus, the Wallabout, Bedford, drawn also from the more distant regions of Flatbush, New Utrecht, and all the rest, to inspect the fatted calves and beeves, the aldermanic pigs; to see whether cheeses and butter could be manufactured under the skies of America that could hold a candle to those prime products of the dairies of Holland. Perhaps then and here, as now in Holland, the more ornamental parts of garden cultivation were also in evidence, and flowers of all kinds smiled a welcome to the appreciative customer. Then on such days there might have been seen groups or even throngs of buyers on the very ground now covered by the pavement and sidewalks of Fulton Avenue, between Smith and Hoyt streets, whereon to-day the same eager pursuit of trade causes the passing of hundreds and thousands of shoppers.

Yet in the town itself, centering its few straggling cottages in this neighborhood, how limited was the population! In 1663 there was a periodical war-scare, on account of some threatening movement on the part of the ever unreliable Indians, and the Director called on Breuckelen to be ready to furnish for the defense of the colony its quota of soldiers. The requisition was not a heavy one: eight, ten, or at the utmost twelve men were asked to be sent to the fort for this necessary service. But it was with great alarm that such a drain upon their fighting men was contemplated. An indignation meeting was called, and it was announced to the authorities that it would weaken the town too seriously to dispatch so large a force. Also by placing the river between themselves and their native town it would make it difficult for them to return for its defense in case of an attack. Hence the requisition was not heeded.

It is not to be supposed for a moment that natives of Holland, while honestly and eagerly bent on making the most of the American wilderness, subduing its forests, and cultivating its soil and other material resources, could forget the higher requirements of existence. We shall find no Dutch town on Long Island long without a school or a church, and Breuckelen certainly was no exception to the rule.

The history of education in Brooklyn commences with the advent of the first schoolmaster in the year 1661. This was Charles (or Carel) Bevois, van Beauvais, or de Beauvois, as his name is variously written; his own fanciful and painstaking signature, which ought to be somewhat authoritative, reading de Beauvoise. We recognize at once the original form or forms of a name since grown very familiar in various parts of modern Brooklyn, denoting more than one of her thoroughfares, that of Debevoise. Carel de Beauvoise, then, came over in the good ship Otter (the same that conveyed Jacob Leisler to these shores a year later), in February, 1659. He was a native of Leyden, but belonged to the Walloon or Huguenot Church in that city, whose members were refugees or descendants of refugees from religious persecution in Belgium and France. He had enjoyed a good education in the town of his birth, the seat of the famous university. He came over with a wife and three children to seek his fortunes in the New World, but no work seemed to come so naturally to his hands as that for which his literary attainments fitted him. No doubt Domine Selyns, of whom we shall soon learn, had met him at Leyden, and in this way he was brought before the magistrates of Breuckelen as an available candidate for schoolteacher in their village. They could not offer him much of a stipend: only one hundred and fifty guilders (\$60) per annum and a free dwelling. So the Colonial Council was asked to supplement this sum, on the strength of the fact that the West India Company charged itself in part with furnishing schoolteachers as well as ministers to their incipient colonies. Hence a favorable response was received, making a donation of fifty guilders (\$20) per annum. Thus Brooklyn began very early its noble record of paying good salaries to its teachers. De Beauvoise had now a salary (\$80) exactly equivalent to that of the Schout or Sheriff of the three towns. And while the latter enjoyed additional perquisites in the way of fees, so did the schoolmaster, for, in addition to teaching, he was to act as court messenger in serving summons; he was to ring the bell of the church on Sundays; he was the *roorleser*, or reader of the Scriptures, and leader of singing at the services; and finally he had to see to the proper digging of graves, employing men to do the manual labor, but arranging with the friends of the deceased as to the locality and depth, and giving his orders to the laborer accordingly. To all these extra duties fees were attached, and while these may not have been very large, their aggregate must have netted him quite a comfortable addition to his salary.

Evidently, to judge from the catalogue of duties prescribed for the schoolmaster, the organization of the church preceded that of the school. As will be shown more particularly in the next chapter, the people of Breuckelen had been combined, together with some of the other neighboring towns, into one church organization with the peo-

ple of Flatbush in 1654, and the pastor called to that church served all the rest. Those who did not care to go further inland for their religious services went over to the church in the fort, where Domine Bogardus preached until 1647, and Domine Megapolensis held forth up to the time of the English conquest. But the worshipers had to depend much upon the weather, and in winter-time their attendance was necessarily very irregular. The matter was remedied somewhat in 1656, when, on the condition of their continuing their contribution toward the support of the Rev. John Theodorus Polhemus, the pastor of the combined congregations, who had hitherto preached only at Flatbush, the people of Breuckelen asked that he preach alternately at the two places. This was granted, and the Domine was required to observe this arrangement whenever the weather permitted. The salary of Mr. Polhemus was fixed at 1,000 guilders (\$400), of which Flatbush was to contribute 400 gld. (\$160), and



BREUKELEN—STREET ALONG RIVER.

Breuckelen and Flatlands each 300 gld. (\$120). This seemed fair enough, but the share was not borne by Breuckelen with equanimity, because they did not get as much service out of Mr. Polhemus as they thought they ought to have, and even what he did give was not much appreciated as to its quality. Director Stuyvesant, however, insisted up-

on the fulfillment of the contract, and the 300 guilders were assessed upon the various families of the town. Twenty residents of Breuckelen and the Ferry were made to contribute 171 gld.; twelve at the Wallabout, 88 gld.; and seven at Gowanus, 60 gld. This forced benevolence, however, was more easily put upon paper than collected in cash, and Mr. Polhemus had to suffer many deprivations as the result of the disaffection of part of his flock. Yet they had nothing against him personally. They laid the blame upon that which was no fault of his—his extreme old age, and the difficulties of going about the country were such that often there was no time for him to do anything but offer a prayer. There was but one way out of the trouble: to obtain a minister of their own. Accordingly, in 1659, a petition was addressed to the Director and Council, and, as the result, there arrived at New Amsterdam in the next year, the

Rev. Henricus Selyns, who was assigned to serve as minister of the church at Breuckelen. We have already become familiar with this estimable clergyman, for in 1682 he became the pastor of the Reformed Church of New York City, remaining in that capacity, and serving with great acceptance, until his death in 1701. His engagement for Breuckelen was to last four years, as he had promised his parents to return at the end of that period, so that we find him going back to Holland in July, 1664, just one month before the surrender of the colony to the English. There was at first no residence for their minister at Breuckelen, and therefore he remained at New Amsterdam, thus making his services dependent a good deal upon the state of the weather and the possibility of crossing the East River. But in 1662 this defect had been remedied, and a decent dwelling reared by the parishioners, who now asked the Director to permit their pastor to change his residence and live among them. It does not appear that all of the salary of 600 gld. (\$240) was paid by the Breuckelen church. The 300 gld. formerly paid (or supposed to be paid) by them to Polhemus was ordered to be transferred to Selyns; perhaps the West India Company paid the rest. When Selyns came to reside at Breuckelen, Director Stuyvesant entered into the arrangement with him of which mention is made in the previous volume, whereby he agreed to pay part of his salary if he would come over every Sunday evening and preach at the Bouwery to his family and servants, and those of his neighbors there.

The pastorate of Domine Henry Selyns began formally on September 7, 1660. On that day a large number of people assembled not only from Breuckelen, but also from the surrounding towns. There was, as yet, no church building, but the barn of one of the farmers of the hamlet was arranged for the reception of the multitude, and a rude construction was made to serve as a pulpit. Domine Selyns entered the place accompanied by Martin Krigier, one of the Burgomasters of New Amsterdam, and the Hon. Nicasius de Sille, member of the Colonial Council, a man of culture, and something of a poet. They read in the hearing of the people the open commission of the Director-General, on the strength of which Mr. Selyns had gone to America. Then the call of the consistory was read and publicly accepted by the pastor, who thereupon preached his inaugural sermon. The effort must have produced great satisfaction, for, although Selyns was yet a very young man, he possessed decided talents, and manifested ability in and out of the pulpit of many sorts when, in later years, he was pastor in New York City. The church consisted, at this time, of twenty-four members and thirty-one families, counting in all one hundred and thirty-four persons. The consistory was made up of one elder and two deacons. Matters soon improved under the vigorous and acceptable ministrations of the new pastor. Each year saw many added to the church, and the list in 1664, when Selyns left,

was a long one. Families in goodly numbers at Bedford, Wallabout, Gowanus, Cripplebush, were at that time identified with the organization. The audiences were much increased by people coming all the way from Gravesend, where there was no Dutch church; and also by attendants who walked or rode from Flatbush and Flatlands, who ought to have stayed at home to hear their own Domine Polhemus. But the young and talented Selyns drew not only the Long Islanders; strangely enough the number of auditors from the surrounding towns was exceeded by those who crossed over from Manhattan; remarkably prophetic of conditions in the present century, when New York poured its thousands into Brooklyn to throng the audiences of a Beecher and a Talmage. And yet all this time there was nothing but a barn to preach in. Domine Selyns expected that during the winter after his arrival the church would be erected, but it was not done. Possibly the necessity of a parsonage for his residence among them seemed more imperative, and, as the people were not blessed with great wealth, this was all they could accomplish. In 1661, at the pastor's solicitation, a bell was presented to the organization by the West India Company, and it may be presumed that it was hung upon the consecrated barn, for the worthy factotum de Beauvoise to ring on Sundays, and also in case of any alarms that needed the assembly of the townspeople. The church was not built until 1666, as we shall see later, and thus when Domine Selyns left in 1664, this desideratum in village church-life was still in prospect. His leaving was a sad loss to the community. At first the people were held together at services conducted in the customary place, at which Schoolmaster de Beauvoise was put to a new use in the reading of a sermon from the published collection of some famous Dutch divine. But ere long the old arrangement of services shared or alternated with the other towns was reverted to, and for many a year to come the people had again to be satisfied with the ministrations of Domine Polhemus, of Flatbush.

We have thus far confined our attention to one section of the town of Breuckelen, that where the hamlet or neighborhood of that name was growing up. But other neighborhoods were forming nuclei of population for the great city that was eventually to embrace them all, and none of these showed so vigorous a growth as that known as "The Ferry." The name indicates its location. The center of colonial government at the Fort, the natural tendency of trade to concentrate at the City of New Amsterdam—later to develop into the rapidly advancing City of New York—made it ever most desirable that communication should be maintained between Long Island and Manhattan Island. There seemed to be but one spot for the establishment of such communication. Nature usually takes a hand in such determinations, and the point where the two islands came closest together and made the passage the shortest, could not but lead to its

selection for the earliest ferry. There is a fanciful account somewhere of a ferry previous to the one at the foot of Fulton Street. It is represented as starting from the foot of Joralemon Street, crossing the river where the tide swirls at its worst, and going up all the way to the head of the creek in Broad Street, where, on the corner of Exchange Place, there was a ferryhouse. It was certainly a very long way to get around. It might have been better to land passengers somewhat nearer the mouth of the creek and the foot of Broad Street, where most of the people lived. Even in 1693 it was an objection to the building of a church in Garden Street (now Exchange Place), because it was so far uptown, and away from the center of population. Why, then, a ferryhouse on the corner of that street? This ferry could not have preceded the other, whose date is no later than 1642, if Exchange Place is alleged as its terminus, because, as will be seen on our map of village lots in 1642, in the former volume (opposite page 26), the ditch in Broad Street is shown to be navigable no higher up than Beaver Street; for the rest it percolates through the Sheep's Pasture, not being deepened into a canal as far as Exchange Place till several years later. Again, if the reader will turn to the "earliest map of the city," of the date 1642 (I. p. 27), he will notice a "road to the ferry" marked upon it, and also the ferry itself, apparently beyond the present Wall Street, and thus about where Fulton Ferry lands its passengers from Brooklyn to-day. And this is opposite the foot of Fulton Street in Brooklyn itself.

Here, then, was located the earliest ferry to Manhattan Island. The conditions at first were primitive enough. A rude, clumsy boat lay ready to convey passengers across the swift current, either by means of the laborious oar, or the lazy sail. The passenger of the human species might have to share the limited space with those of the animal kingdom, the beasts of the barn yard, not always too savory, nor yet submissive with equanimity to a mode of progress and an element which did not enter into their usual experiences of life, so that often their unreasonable commotion upset the boat. If business was not brisk, and the good ferryman was improving his leisure by cultivating a field some distance off, the person desirous of crossing was fain to blow upon a horn hung conveniently within the notch of a tree. The privilege of ferrying was one secured only at the cost of a franchise-fee to be paid to the Director or Government of the Colony. It seemed to the City Council, after the incorporation of New Amsterdam, as if the granting of the privilege and the payment therefor belonged logically to the municipality. But when the Burgomasters made this representation of the case to Director Stuyvesant, he was far from seeing it in that light, and kept the ferry under colonial jurisdiction. And hence we find the Council passing ordinances for the regulation of its hours, and fixing the rates for man and beast. In summer passengers might expect to be accommo-

dated with a passage between the hours of 5 a.m. and 8 p.m.; in winter between 7 a.m. and 5 p.m. The ferryman was not required to imperil his own life or that of any too-impatient passenger by crossing over in a storm. There were then no storm signals of elaborate design on the top of lofty office buildings on Broadway. Yet there was a sign which was to be taken note of by the ferryman. If the sails of the windmill upon the wall of the Fort were taken in, and the bare framework exposed to the wind, then he might know that there was a gale on too perilous for crossing; for a windmill might be in want of wind, but too much of it would make the grindstones go around at too mad a rate. The cost of ferriage was also carefully regulated.



BREUKELEN—VIEW FROM RAILWAY.

A wagon or cart with two horses had to pay all of two and a-half florins, equal to \$1; truly a prohibitive fare. It was only twenty cents less for a one-horse cart. A human passenger, male or female, Indian or white, was impartially charged 30 Dutch cents, or 12 U. S. Other articles or animals were taxed in proportion, so that using the ferry was a serious business, not to be thought of unless the profits of the passage would justify the expense. It was worth while paying something for the ferry license, and we can not wonder that an offer of 300 gld. (\$120) per annum was made for it in 1655. Three years later it was leased again at the same figure. The earliest ferryman was Cornelis Direksen, who, in 1642, occupied a house and garden near

the ferry landing on the Long Island side. He also put up an inn at the other terminus, near the present Peck Slip. William Thomassen bought his establishment on Long Island and the ferry license for 2,300 gld. (\$920), in 1643, and the next name on the list is that of William Jansen. The offer of 300 gld. per annum was made by Egbert van Borsum, who retained possession of the license until his death in 1663, when his widow and his son Hermanus kept up the business. By this time buildings of some pretentiousness graced the shore at "The Ferry." Van Borsum had erected a ferryhouse, which at that time meant also a sort of hôtel or tavern, as long hours of travel separated the farmers from their homes when they arrived at the ferry, and they might often enough need to be entertained over night before they could cross the fickle current. History makes record

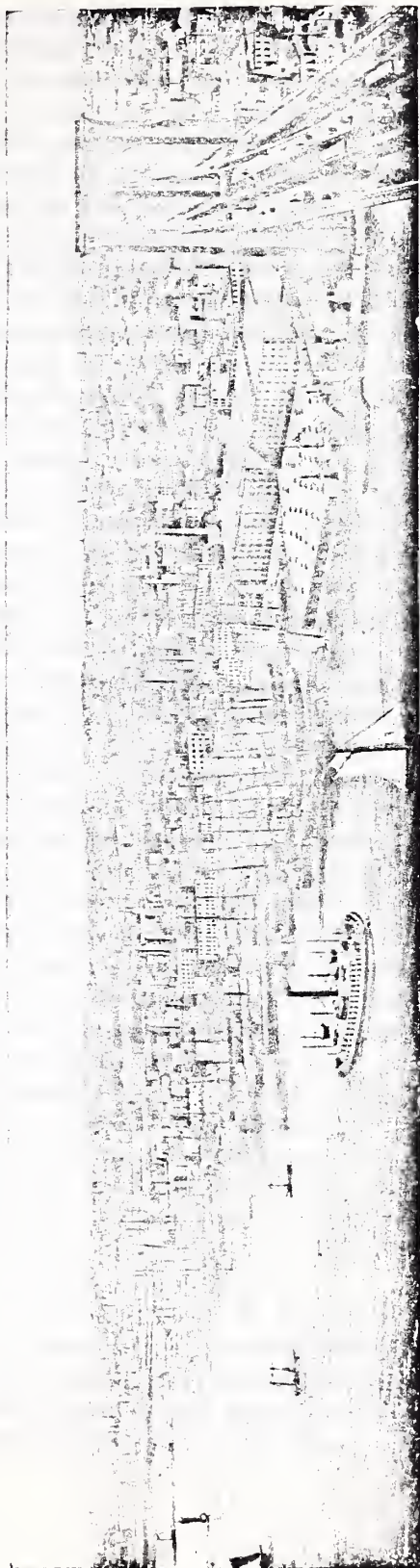
of a famous banquet prepared at this tavern by the mistress of the house, Mrs. van Borsum, when covers were laid for fourteen persons at the snug little figure of 310 gld. (\$124). This dwelling gathered about it others of those who found it profitable to cultivate fields so near the means of communication with the ever-drawing markets of New Amsterdam. A much-traveled road, too, became that to the ferry from the settlements in the interior. From Jamaica and Flatlands and Flatbush the road wound through the hamlet at Breuckelen; even from Gowanus the road preferred to follow the lower levels till it struck the highway from Jamaica and Flatbush, east of Breuckelen, and then passing beyond this settlement, ran into the open country again, and over the brow of the hill at Sands Street, curved along its side so as to make the descent easier to the landing at the river's edge, which was much nearer to Front Street than it is to-day. In the course of time we shall find that the attractions of the ferry occasioned the realization of the conditions that made possible the growth of a city, as the thickest population congregated in that vicinity.

But the vicinity of the Wallabout also contributed its rill toward the immense flow of human existence that throbbed here in later days. Wallabout must be resolved into earlier forms of spelling to reveal its real meaning. It was the *Waelen Boght* at first: the bend, or bight, or bay of the Walloons; that is, where the Walloons, or people from the southern or French Provinces of Belgium, did most congregate. How early did they come to settle these parts? From a very pretty story about the birth of a girl baby on June 6 (or 9), 1625, the daughter of George (Joris) Jansen de Rappallo, it would look as if the Walloons had got on Long Island very early indeed. This was eleven years before Director Van Twiller made his famous purchases of real estate at Flatlands, and that is the earliest case of such transactions on record. Aside from the above-mentioned tale, there are no solid records in black and white to show that Joris Rapalje owned any property at the Wallabout until the year 1637. Meantime there are also on record sundry sworn depositions of his wife, Catalina Trico, before Governor Dongan, in 1685, which tell a straight story enough. From these it appears that she and her husband came over in the New Netherland with that large exodus of Walloons in 1623, described in our former volume. Some of the Walloons were left on Staten Island and some on Manhattan, but none on Long Island, so far as she tells of it. It seems that she and her husband went up to Albany with the remainder of the Walloons, lived there for a few years, and not till the year 1626 did they come down to Manhattan. If their daughter Sarah was born in 1625, she must have first seen the light at Albany or Fort Orange, where Jean Vigné also had been born eleven years before. Although George Rapalje purchased the land at the Wallabout in 1637, he did not reside there till much later. On the map

of 1642 (Vol. I., page 26), he is put down as owning a house-lot not far from John Bout, facing on the present Bridge Street, Manhattan, and touching the south wall of the Fort at the rear. In the records of New Amsterdam he figures as a tavernkeeper, an occupation pursued later also by Jean Vigné, and which was a perfectly respectable business in those days. Antiquarian research seems to have ascertained the fact that not till 1650, or until the last of his numerous progeny had been born, did he leave Manhattan Island and go to dwell on his land at the Walloon Bay. Here, then, also came to dwell, or had already long dwelt, his daughter Sarah, who was the wife first of Hans Hansen Bergen, and later of Tennis Gysbertsen Bogaert. Rapalje had bought his farm of two Indian chiefs rejoicing in the names of Kakapeteyno and Pewichaas, and his land is best described as covering the ground where now stands the U. S. Marine Hospital, extending between Nostrand and Grand avenues. Its woodland was upon the hills where Fort Greene is now, and some low meadow land is the level space upon which is laid out the unadorned City Park. The numerous Rapalyes, Rapaljes, Rapelyes, Rappelyeas (and various other spellings of the same), scattered over Newtown and various parts of Kings County, all trace their descent from him and his sons. A creek ran along a part of his property, and emptied into the Walloon Bay, called the Rennagaconck, and the plantation sometimes went by that name. His son-in-law, Bergen, was made the owner by patent from the West India Company of a tract of land between the Rennagaconck and what is now Division Avenue, which used to divide Brooklyn and Williamsburgh. Numerous other neighbors settled around Rapalje, and in 1660 they combined in a petition to Director Stuyvesant, asking the privilege of forming a village on the banks of the East River, which should be in view of New Amsterdam. This may have been on the slope of the hill where Clymer, Taylor, Ross, and Rodney streets run up from the Wallabout Canal to Wythe and Bedford avenues. Or, indeed, from the very edge of the river, the view would have been directly upon the city then, as it is now from that neighborhood. Again, within one year of the English conquest, in 1663, another group of landowners, who wished to improve their property back of the Wallabout, which there lay at some distance from their homes in Breuckelen, petitioned the Colonial Council to be allowed to make a "concentration" at another point in the vicinity of the bay for mutual protection. This would then constitute a second village or hamlet in the same region. Stuyvesant, who was in the habit of forming villages by proclamation, whether people were willing or not, and who had thus made Harlem and Bushwick villages by command, was too glad to grant petitions of this kind. This tendency toward "concentration," or aggregation, was certainly a useful one, for, as Prime remarks in his History of Long Island, the Dutch were too apt to go singly, every man acting for himself; "each looked out

for a tract of land according to his taste, and, having secured a grant for as much as he considered a reasonable bowery, or farm, he set himself down for its improvement, leaving others to act for themselves as he had done."

In still another direction must we look for a starting point of the City of Brooklyn. At the south was formed the settlement of Gowanus. What have we in this name? It reminds us of McGowan, or Gowan, and seems an Irish patronymic done into Latin. But on early maps we find it spelled Cujanes, or Gujanés, and so perhaps we must relegate it after all to the realms of Indian lore. In this region a formidable creek extended far into the island, reaching nearly to the hamlet of Breuckelen, some of whose farms or village lots may have run quite down to its head. Gowanus Creek fell into Gowanus Bay, whose waters laved a considerable portion of what is now South Brooklyn, skirting the Erie Basin northward, and sweeping around to nearly Fortieth Street on the south. And all that part of the township back from the bay may be considered as constituting the section called Gowanus. When Director Van Twiller and Andrew Hudde, of his Council, had made the purchase of Flatlands spoken of more than once in the first volume, and in the present chapter, another of his Council, Jacques Bentyu, associating a friend with him in the undertaking, followed his chief's laudable example by purchasing, in the same year, 1636, a tract of land



BREUCKEL'S NAMESAKE OF THE PRESENT DAY—BROOKLYN IN AMERICA.

of 930 acres from the Indians. This plantation would be designated now as extending from Twenty-seventh Street all the way to the New Utrecht line or somewhere beyond Fiftieth Street. Not till five or six years later, however, was purchase followed by occupation, and did the erection of a farmhouse mark the beginning of actual settlement. Thereafter occupants of this section of the township multiplied rapidly. Cornelis Lambertsen Cool (whose descendants have changed the spelling, but retain the sound of the Dutch name by writing it Cole), was granted a patent by Director Kieft at "Gouwanes," for land extending from the vicinity of Gowanus Creek to a line running up from the middle of Gowanus Bay. Beyond the Cole plantation were lands owned and long occupied by the Van Pelt family, who later gave up these parts, and retired further south into New Utrecht. Such names as Bergen, van Dyck, and Bennett, also appear upon the maps of early grants, and among the pioneers of this section. In the more northern portion, on the right or west bank of Gowanus Creek, appear settlers by the names of van Dyck, de Forrest, and Brouwer. The patent granted to Jan Evertsen Bout, one of the founders of Breuckelen, seems to have covered land in this neighborhood, for upon it was located the Brouwer's Mill, which figured so prominently in the exciting scenes of the battle of Long Island. In 1661 the mill was owned by Adam Brouwer and Isaac de Forrest, but Brouwer bought out the latter's interest. The head of Gowanus Creek formed a sort of bay or pond with a narrow outlet. This was easily obstructed by a dam, with sluice gates, which kept the waters inside of the pond when the tide receded. A mill was built upon the side of the dam, and an undershot wheel placed in the way of the water, as it was allowed to follow the course of that which had gone before at the ebb. This mill was the first of many in this vicinity, as will be noticed later. We are close upon Red Hook as we enter this region of settlement, and Red Hook deserves notice because it figures prominently in Revolutionary history, and is now the scene of one of the noblest of Brooklyn's enterprises, the Atlantic Basin. In 1638, ex-Director Van Twiller, not content with exploiting the West India Company farm at Greenwich, and the Barents (Ward and Randall's) Islands, as well as Nutten, or Governor's Island in the East River, looked with a longing eye to the land precisely opposite the latter, and obtained permission from Director Kieft to occupy it. In 1652 the West India Company resumed control of it; but in 1657 Stuyvesant gave a patent for the land here to the town of Breuckelen.

The various portions of the old town of Breuckelen, which later were comprised in the city as first incorporated, have thus come gradually within the scope of this history up to the period when the great change came over all this region which made New Netherland New York, and placed the prevalent Dutch population under the sway of

the English Government and the long-resisted influence of the English tongue and English customs and manners. Yet we must cast one more glance, and that toward the east, where, only two years before the surrender, was begun the nucleus of another neighborhood. This was Bedford, a name which, although found in the form of Bethford at times, betrays a simon-pure English origin, without any admixture of the Dutch. It must have been named so long before the Duke of Bedford became Minister for the Colonies, or Prime Minister. Yet it seems hardly possible that this English name was attached to it in 1662. In that year the same parties who wanted liberty to place a village at the Wallabout, within view of New Amsterdam, desired some unoccupied land in the rear, or beyond George Rapalje's property. It was granted them on the condition that they would place dwellings on it on the plan of a "concentration." The hamlet thus necessarily formed (although, curiously enough, they were enjoined *not* to form one) may not have received the name of Bedford, or New Bedford, till after the English came. Bedford Corners was at the heart of this neighborhood, and was so named because here the "Clove Road" came down the hills from the south or Flatbush, and the Cripplebush (*i.e.*, *Kreupelbosch*, undergrowth) Road started from the Jamaica Road just opposite the other (and both at right angles to the Jamaica Road) for Newtown and the northeast. We still find the name of Bedford clinging to the vicinity. The Clove Road may be described as having run between Nostrand and Bedford avenues, and the Cripplebush Road as following the general line of Bedford Avenue, until it came to about where Myrtle Avenue is now, when it turned sharply toward Nostrand, and pursued its course further in the general direction of the latter. The Bedford Corners were thus to be found where now we behold the busy thoroughfares, Fulton and Bedford avenues, a section brilliant with splendid shops, and thronged not only with shoppers but with the varied turnouts of those who love the old-fashioned drive behind a good horse; while those who affect the bicycle here glide past the vision in unnumbered multitudes. The story of the Revolution shall bring us often to Bedford.

CHAPTER II.

THE COMPONENT TOWNS.



LONG ISLAND can never be anything but an object of great interest to the denizen of Brooklyn or of the Greater New York. The larger municipality now occupies a vast strip of its territory from the Sound to the ocean at its western extremity. And Brooklyn, for many years its metropolis, has ever felt itself identified with its best life and prosperity. Steadily it extended its communal sway over portion after portion of its richest lands, until one whole county of the three that divided the island between them, became a corporate part of its existence. Who knows but a future chronicler of a still greater New York will have to occupy himself with the annals of every part of the island, even as the historian of to-day is obliged to investigate those of Kings County and an important section of Queens.

It was not till the year 1614 that it can be said that Long Island, as such, was discovered. Neither Hudson, nor his predecessors, as they followed the coast trending north of east after leaving the mouth of the Hudson River, suspected there was a body of water back of its hills. As they viewed it, the line of the island was projected against the continent, and was continuous with the shore line that led around Cape Cod. Not till Captain Adriaen Block, as we saw in our previous volume, in his little vessel, the *Unrest*, ventured to push her slender keel into bays, and inlets, and watercourses apparently forbidding the entrance of larger craft, and thus succeeded in making the passage of the treacherous Hell Gate, did it become apparent to him, as he navigated all the length of the Sound, and came out toward the ocean again at the island still bearing his name—that that long stretch of solid ground, vast plains, and lofty hills was after all an island. So upon his "Figurative" Map (Vol. I., p. 8) he put down the land thus circumnavigated in its real geographical form, and in October, 1614, announced it to the world through the report accompanying the map, which he laid before the States General or Congress of the Dutch Republic. The name "*'t Lange Eiland*," the Long Island, went to it as by instinct and necessity, and has clung to it ever since. In 1693, when William III. of Orange-Nassau was on the throne of England, the Colonial Legislature, in compliment to this illustrious Dutchman, passed an act changing the name to that of the

"Island of Nassau." In compliance with this act, every transaction in the way of transfers of property was to contain a clause recognizing the new name. But the popular verdict of the appropriateness of the other was too strong to be overcome by mere legislative action. "The name," says Prime, "obtained only a partial and temporary currency, and though the act was never repealed, it was soon permitted to be regarded as obsolete." The Indian names vary between Pau-manacke, Mattanwacke, Meitowax, and Sewanhacke, and in different authorities these designations are found again variously spelled, or otherwise modified in form. Sewanhacke, or Seawanhacky, seems to have been the term most in vogue, and we discern its aptness at once as we remember that the wampum or seawan (or sewant), which constituted the currency in use by Indians and Dutch in early colonial times, was manufactured mainly on Long Island. Rockaway, New Utrecht, and Newtown, seem to have been the principal points where these coins were made, as immense shell-heaps were unearthed there in later days, with the parts removed from which the black or the white beads were made. Thus Long Island was the mint of a primitive and barbaric age, as well as of its earlier invasion by civilization. The native tribes that were found upon the territory now covered by the Greater New York were the Canarsees (or Carnarsees), who owned all of the land in Kings County and some of that in Jamaica township; the Rockaways (variously spelled), in the southern part of Hempstead, part of Jamaica, and all of Newtown; and the Merries, or Merrikokes, reaching from Near Rockaway to Oyster Bay in the south of the island. The Massapeguas, Matinecocks, Nesaquakes, and others with tribe names more or less euphonious, lived eastward on the island, and come not within the scope of our history. That Long Island, for its favorable situation, its beautiful variety of hills, plains, and woodlands, the richness of its soil, and the abundance of its produce, was held in high esteem by the colonists appears from one of the many reports that were sent to the home government, in which it was called "the Pearl of New Netherland," thus sharing in this the enthusiastic and poetic term applied to Java, "the Pearl of the Indies," and to Cuba, "the Pearl of the Antilles."

In many particulars it is difficult to separate the history of the several towns which eventually came to be component parts of the great city of Brooklyn. Indeed, in some particulars—such as their church history, for instance—it is actually inseparable. Absorbed as they now are (and two of them have been for nearly half a century) by the one corporate body of Brooklyn, it requires even some effort of the imagination to separate them in thought, and to remind one's self that what was Kings County once and is Brooklyn Borough now, was made up of Bushwick, Breuckelen, Flatbush, Flatlands, New Utrecht, and Gravesend. These once significant names are now officially buried in numerals, as of so many wards. Yet popular par-

lance will carry them for many a day, and the task is a pleasant one which must address itself to revivify the past, and call back both names and entities as they were at the beginning.

If we were ambitious to remain strictly chronological in our order of treatment, we would not be required to commence with Flatbush. But there are other things than time that determine precedence. In 1651 a company of colonists conceived the desire to plant a settlement in the woods south of the hills which rose beyond Breuckelen. Having fixed upon the territory they wanted, they began the cultivation of it by introducing laborers or farmers, and housing them there. It appears from the patent granted to confirm them in its possession by Director Stuyvesant in 1652, who these enterprising gentlemen were, doubtless acting under the provisions and meeting the stipulations of the charter of 1640. They were three in number: the first Arent van Hattem, one of the two first Burgomasters of New Amsterdam, when it began to be a city on February 2, 1653. The second was none other than the Rev. Johannes Megapolensis, the pastor of the Church-in-the-Fort; the third was Jan Snedecor, or Snediger. From the top of the hills, now a part of Prospect Park, the whole region from their foot to Jamaica Bay or the ocean could be surveyed at a glance. Wide plains rich in soil, and extensive levels covered with forest met the eye. The name, " 't Vlacke Bosch "—the flat (or level) forest (or wood)—at once suggested itself for the territory nearest the point of view, and where these patentees had located their settlers. Another appropriate name was that of "Midwout," or "Middelwoud," both meaning in the middle of the woods, and almost exactly represented in English by *Midwood*. This name occurs in a grant of land within the bounds of the town made by Stuyvesant in 1661. In keeping with this name a portion of the township otherwise known as *the New Lots*, received the designation " *Oost-woud*," or East-wood. This was a section almost completely severed from the original town by Flatlands, and extending as far as the borders of Jamaica, which in the year 1670 was allotted to a number of families. The part bordering on Brooklyn was also divided in popular parlance into two separate portions, the one nearer the hills, abounding in loose stones or scattered bowlders, being called " *Steen-raapen*," or "pick up, or gather stones"; and the other, southerly of the village proper, where it was easier to cultivate the land, being called " *Rustenburgh*," or "resting-borough." In various documents, public or otherwise, we continue to notice the name *Midwout*. It was interchanged quite impartially with " *Vlacke-bosch*." But finally, and certainly after the Revolutionary times, as also approaching and up to our own, the name Flatbush prevailed, and we shall employ this only in our further discussion, in order to avoid confusion. It may be added, in closing, that the name Midwout is too clearly and aptly descriptive to need tracing to any particular village in Holland. Villages of that name occur in more than one province

there, by reason of the circumstance that similar conditions as to situation are so likely to be realized in various localities.

As in the case of Breuckelen, Flatbush was soon invested with a town government. Here also two *Schepens* were appointed, but a separate *Schout* was not given to it, for John Teunissen, of Breuckelen, was also directed to exercise the functions of that office as they applied to Flatbush, as well as to Flatlands, an arrangement which continued with but a brief interruption until the English came. This occurred, as we saw, in 1654, when a signal display of loyalty moved Stuyvesant to reward the Dutch towns. Then David Provoost was made *Schout* of Breuckelen alone, and Teunissen continued to act for the other towns. But later Provoost, and after him Adrian Hege-man, not only officiated as *Schout* over the three towns again, but also over Bushwick and New Utrecht as well. In the same year Flatbush was allowed to have three *Schepens*, the people nominating a double number for the Director to choose from. Flatbush came likewise under the provisions of the Superior Court then created, and already mentioned. It is not very certain, but upon well-founded conjecture it has been stated that the first three *Schepens* of Flatbush were Adrian Hege-man, William van Boerum, and John Suebringh, a name later spelled Sebring. A flutter of excitement came as an echo of the Indian massacre on Manhattan and Staten islands in 1655, for the next year Stuyvesant ordered Breuckelen, Flatbush, and Flatlands to reserve a space within each of these villages as a refuge in case of danger, to be surrounded with a palisade, and thus to serve as a sort of citadel. The fury of Indian warfare witnessed by this whole region a decade earlier (to be noticed below) did not at this time disturb the towns here. And thus time glided on gently and uneventfully, until the English conquest in 1664, when Flatbush boasted a population of seventy-three men, as against about eighty in Breuckelen and its "neighborhoods," and not more than fifty on an average in the sister settlements.

The history of the church at Flatbush is of special interest and importance, because it is the most ancient ecclesiastical organization within the bounds of Brooklyn, and was for many years the center of church life for all the Dutch towns. The Reformed Church of Flatbush was organized on February 9, 1654. The people here could not so readily cross over to New Amsterdam to satisfy their religious needs as those of Breuckelen, hence this organization took place much sooner after the settlement of the town. Nor were they so long in erecting a proper place of worship. By a command of Stuyvesant, dated December 17, 1654, the people were directed to build a church "sixty feet long, thirty-eight wide, and fourteen feet in height below the beams." Evidently the winter weather interfered with the project, for in February of the next year, perhaps as spring was opening,



another command came from the civil power, ordering the people of Breuckelen and Flatlands to aid those of Flatbush in supplying timber for the building. The work can not have been vigorously pushed, for not till 1660 is there a report of the cost of the completed building. Yet it may have been in use in its inchoate condition, when windows or doors were as yet unprovided, and only the roof provided friendly shelter. Even in 1660 the pastor had to make an appeal to the Director-General to place a window in the church, which the good but arbitrary Stuyvesant generously did. The church had by this time cost 4,637 guilders (\$1,854.80). But the people of the Long Island towns had been materially aided in bearing this burden of expense. The sum of 3,437 gld. (\$1,474.80) had been raised by collections in New Amsterdam and Fort Orange (Albany), as well as in the five towns; and Stuyvesant procured a grant of 400 gld. (\$160) more from the colonial treasury, a debt of 800 gld. (\$320) being thus left.

To this church, organized and soon busy with procuring a suitable edifice, came as pastor in October, 1654, the Rev. Johannes Theodorus Polhemus. He had served as minister in the Dutch West India Company's possessions in Brazil, and was thus somewhat accustomed to the hardships of colonial life. His salary was fixed at 1.040 gld. (\$416) per annum, and at the same time a grant of land was made to him, which afterward passed into the possession of the Lott family. Four lots were also granted for a parsonage, upon which work must have commenced soon after his arrival. But with this progress was as slow as with the church, for in December, 1656, it was not yet entirely inclosed, so that the poor domine and his family suffered much from the inclemency of the weather. Naturally his residence at Flatbush, and the fact of here being the only church building, made him seem much more the pastor of that village than of the others. We have already noted Breuckelen's complaint of the inadequate return in services they obtained for their share of the support. During four years Polhemus was relieved from duty in that direction, but after 1664 the old routine came back to him again. Every Sunday morning he would preach at Flatbush; then on alternate Sunday afternoons he would officiate at Breuckelen and Flatlands. And this he was enabled to do for twelve years more, until his death in 1676, which seems remarkable when it is remembered that fault was found with him twenty years before because by the feebleness of age his services were rendered so unacceptable to his auditors in Breuckelen.

As everywhere else in New Netherland, the school followed closely upon the church. There was a schoolmaster keeping school at Flatbush as early as 1659. A study of disputing chroniclers as to who has the honor of being the first incumbent of so honorable an office, makes it probable that Adriaen Hegeman, Schepen in 1654 and Schout later, who, in order to fulfill the duties of the latter office, must have been somewhat of a scholar, may have put his talents to use from his first

arrival in Flatbush until 1660 in teaching the young ideas how to shoot in the minds of Dutch children. In June of that year the records make mention of a Reynier Bastiaansen van Giesen, with whom the village fathers made a regular engagement as teacher. In October, 1663, he was succeeded by Pelgrom Cloeg, whose labors continued to 1671. These pedagogues, as in the case of Mr. de Beauvoise at Breuckelen, eked out a comfortable income by duties connected with the church services. They were *voorlesers* and *voorsangers*. That is, the Scriptures were read by them—the ten commandments and the lesson for the day—before the minister appeared upon the pulpit. As the hymn or psalm was given out, the *voorsanger* struck up the tune, and led the congregation to its conclusion, always commencing every new line one half note ahead of the rest, a matter easily accomplished, and not leading to confusion in the singing of the long-drawn Gregorian chant. When the minister was absent, or on those alternate Sundays when he was at Flatlands or Breuckelen, the schoolmaster was to read a printed sermon to the assembly. He might also sometimes exercise semi-clerical functions, as a *Kranken-bezoeker*, or visitor of the sick. The first schoolhouse at Flatbush was built on the opposite side of the road from the church, not far from the Erasmus Hall Academy. But it is doubtful if any separate building was needed to accommodate Mr. van Giesen's or Mr. Cloeg's children. They would find room in the church, or had them come to their own dwellings.

Ten years before Breuckelen became a township, Director Walter van Twiller perpetrated his grand real estate transaction at Flatlands, of which casual mention was made in our previous volume. It deserves a more detailed account now. On June 16, 1636, there appeared before the Director-General and his Council at Fort Amsterdam a group of seven picturesque warriors of the Canarsee tribe. Their names are preserved by the muse of history, and she must have been somewhat hard put to it mentioning their names to her amanuensis. They were Tenkirauw, Ketamiau, Ararykau, Aswackhou, Suarinkekinkh, Wappettawackenis, and Ehetyl. These seven were the owners of the vast property which van Twiller wished to acquire, and they effected the sale, and transferred the title in the presence of two of their chiefs, Penhewis and Cakapeteyno. The first sale was of the middlemost of three flats or plains called "Castateeuw," to Jacobus van Curler (or Corlear). On the same day the same parties sold to Andrew Hudde, one of van Twiller's Council, and one Gerritsen, the westernmost of this group of three flats or plains. Just a month later the same parties sold to van Twiller himself the easternmost of the three flats. Two years elapse, and then van Corlear sold his center flat to van Twiller, so that he and his councilman together now owned all three, a snug little plantation of from ten to fifteen thousand acres. It was very desirable land, devoid of trees, and resembling the

prairies of the far west, the interminable level expanse, bounded on the south by the view of Jamaica bay and the ocean, being particularly delectable to the eyes of the Dutchmen.

The West India Company had a word or two to say about so enormous an acquisition by two or three individuals, and the Director was ordered to annul the claim to lands so easily acquired. This seems to have terminated his own hold upon the territory, but Hudde and Gerritsen continued to claim the land, and persisted in their title to it, in spite of the Company's order and the attempts of other settlers to oust them. Hudde himself never occupied his property; he and the Director had enough to do to improve their acquisitions on Manhattan Island; but Gerritsen—whose full name was Wolfert Gerritse van Kouwenhoven—built him a substantial farmhouse on his land, and transmitted his lands and the patronymic Cowenhoven down to the latest generation of his descendants at the present time. His particular section or estate was called by him *Achtervelt*, after a village of that name near Amersfoort. His son married Aaltje (Alice) Cool (Cole), of Gowanus, and when she became a widow she married for her second husband Elbert Elbertsen Stoothoff, another name prominent in later periods of Flatlands history. That some of the people who came to settle here were from the province of Utrecht, in the Fatherland, appears from the fact that at first the community and church bore the name of New Amersfoort, Amersfoort being a prominent and picturesque town of that province, and noted as the birth-place of the great John of Barneveld, whose country-seat we found to have been at Breukelen there. Another designation for Flatlands was "*De Baije*," or "*Baaij*,"—i.e., the Bay. But finally the name Flatlands began to prevail, and as such we shall continue to speak of it in these pages. No record of town government appears until 1654, when those of Breuckelen and Flatbush were enlarged, and when the Superior or District Court was instituted. The Schout was then shared with Flatbush, until later the other towns combined again with Breuckelen under one functionary. Three Schepens were granted in 1654, as also to Flatbush, and the three selected by the Director out of the double number nominated by the vote of the people were Elbert Elbertsen, Peter Cornelissen, and Simon Jansen.

More than once have we caught a glimpse of the church arrangement provided for the Flatlands people. The date of church organization, February 9, 1654, is exactly identical with that of Flatbush, for the two churches were to form one society. In the building of the church in the neighboring town the Flatlanders were ordered to bear a part by contributing timber, and later their contribution in money was counted at 120 guilders (\$48). During nine years Mr. Polhemus, when he came to Flatlands, was fain to preach in the open air, in barns, or private houses. But in 1662 the people asked leave of the Director to build a church of their own. Permission was readily

granted, and in 1663 they had the satisfaction of holding worship in a building which their own industry and means had reared. It was an odd construction; the form was octagonal, with roof rising to a point surmounted by a belfry. "The pulpit of the original church," writes a pastor of the present century, "was of the 'wineglass' style, had a sounding board, and was furnished with a bench. The hearers' seats were not luxurions—they were benches." A miniature model of the queer little edifice is to be found at the parsonage to-day. It was substantial enough, for it stood and was in use until 1794. As to school matters in Flatlands, they must be left to conjecture for the period preceding the English conquest, no records proving the existence of a school until 1675; but as these indicate a condition of advanced vigor, it must have been in existence for several years.

The settlement of New Utrecht began on the shores of Gravesend Bay at a place which, in the Indian tongue, bore the name of *Nayack*, a designation since transferred to a beautifully situated village far up the Hudson River. Shortly before the Indian wars Director Kieft bought from Chief Penhawitz, of the Canarsees, a tract of land reaching all the way from Coney Island to Gowanus, in the name of the West India Company. The early grants within New Utrecht territory were made from the lands thus acquired. But the *Nyack*, or *Nayack* tribe of Indians occupied the portion of the shore near Fort Hamilton and the Narrows, and when the actual settlers came they repeated the ceremony of purchase in order to make assurance doubly sure. This second purchaser was none other than one of the Directors of the West India Company, a member of the Chamber of Amsterdam (see page 11, Vol. I.). He was a resident of the City of Utrecht, however, and a *Schepen* of that ancient episcopal town—the Honorable Cornelis van Werckhoven, evidently a man of substance, for the shareholders of the Amsterdam Chamber had to be the heaviest investors in the stock of the company. Not content to leave the acquirement of this property to agents, he came to New Amsterdam in person, with his wife and children, and in November, 1652, met members of the tribe of the *Nyacks*, and bought from them the property at the mouth of the Hudson. History has kept an account of the price paid: two pairs of shoes, six pairs of stockings, six shirts, six combs, six knives, two pairs of scissors, and six adzes. One wonders how far the articles of apparel would go around to clothe the tribe, and whether the combs were not made to serve rather as musical instruments than to improve the toilet of the savages. Proceeding at once to improve his land, van Werckhoven built a farmhouse upon it, a part of which is still standing on the very site. We can imagine what a delightful prospect must have opened to him from its windows, the bold heights of the Narrows (called *Hamel's Hoofden*, or *Heads*, at that time) on his right, the broad Lower Bay, widening out beyond the cove, or bay of Gravesend, and the heaving

ocean beyond them both, carrying the vision uninterruptedly to the far distant horizon. It speaks well for a man's taste that he should select such a site. Upon his plantation also he built a mill, and further made plans to be later put into execution for an extensive colony. In fact, everything seemed to have been done upon the basis of a Patroonship, such as van Rensselaer founded at Albany. Having made these generous arrangements he departed for Holland to obtain the requisite number of colonists, leaving affairs upon the plantation in charge of Jacques Corteljan (whence the familiar name of Cortelyou), who was a man of education, the teacher of his children, and whose name appears upon hundreds of legal papers in Kings County as surveyor. Van Werckhoven, unfortunately, died soon after his return to Holland. This was in 1656, and Cortelyou was thus prevented from going on with the work planned by his employer, as funds for the same were not forthcoming. Yet it seemed a pity to let go to waste so fine a property in so attractive a situation. A man with the resources of Cortelyou soon took effective measures to complete the original project. He induced a number of persons to join him in an application to the Colonial Government for grants of small lots, not too much for their limited means, yet which, if properly improved by their separate industry, would, in the aggregate, produce results of great benefit to the colony, and accrue an important revenue to the Company. The petition was readily granted, and twenty-one patents were made out for lots of fifty acres each. Nineteen of these were taken by as many individuals, and two of them reserved for the benefit of the poor. Jacques Cortelyou was, of course, one of these earliest patentees. Another one was Nicasius de Sille, member of the Colonial Council, and sometime secretary, a man of fine parts, who figures constantly in the pages of the history of New Amsterdam and the Long Island towns. The patents were dated January 16, 1657, and in this same year de Sille built the house which stood until 1850, and was the scene of the death of General Woodhull in 1776. (See cut on page 83, Vol. I.) A tile from the roof is still preserved by one of the New Utrecht families, and graced the exhibition of colonial antiquities at the Chicago Fair in 1893.

Thus, in a most systematic and aggressive manner, the township of New Utrecht was invaded by a large and sturdy company of colonists. That its name should be this was a foregone conclusion, and while other mementos of that province have departed from the nomenclature of the county, it is fortunate that the most unmistakable one of all has clung to it until our own time. As to the names of the earliest families, de Sille has no representatives here; but Cortelyou is a familiar cognomen, as is also that of van Brunt. Terhunes and van Dyckes, while plentiful elsewhere, are not now found in this vicinity: while the name of van Pelt, grown familiar of late to the traveling public because attached to a railway station in the town, represents

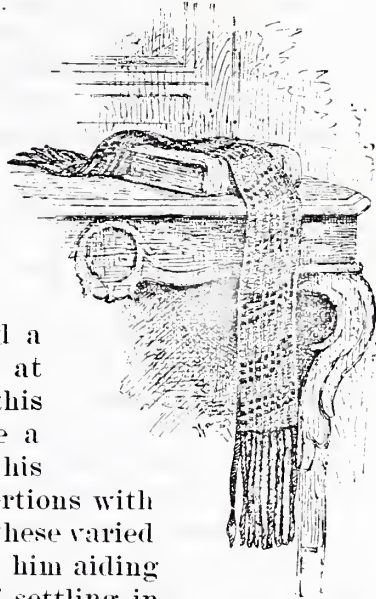
none of these earliest settlers, but rather those who drifted across the boundary line from Gowanus.

It is somewhat surprising that with so vigorous and even populous a beginning, it was not till three years later that town government was initiated in New Utrecht. The first Schepens were John Thomassen van Dycke, Rutger Joosten van Brunt, and Jacob Hellakars (or Helligers). It was the same year that all the five Dutch towns were placed under the care of one Schout, Adriaen Hegeman being appointed to that office for New Utrecht, as for the others, in 1661. The town was ordered to prepare for war in time of peace. A strong palisade was erected, and the forest cleared within the radius of a gunshot, so that the savages might spring no surprises upon the colonists. The enemy thus prepared for did not trouble the people, but they bore more than their share of the hostilities perpetrated by the Puritan adventurer John Scott, of whose exploit we shall speak later. Of the church, not much is to be said before the English conquest, for no organization of the people took place until 1677. The worshippers here had to content themselves with a wholesome walk, or a rough ride to Flatbush, or Flatlands, or Breuckelen.

In 1661 was effected the combination of the "Five Dutch Towns" of Kings County into a sort of general government, in which, as we saw, one Schout was made to serve for all. Bushwick at the north was added to the group at the same time with New Utrecht, and hence our next account must be of that somewhat distant locality. It is worthy of note also that this town became a part of the municipality of Brooklyn nearly forty years before any of those we have been describing in this chapter. Like some of these, its early history presents us with a designation other than that which has made it familiar to us. This was New Arnhem, in honor of the capital of Gelderland province, Holland, from which province also hailed one of Breuckelen's fathers, Huyck Aertsen van (*i.e.*, of) Rossum, as we stated. But the descriptive title here, as in other places, was more potent than fond remembrances of the Fatherland, especially when perhaps only one of the settlers came from the locality thus honored. *Boschwyk*, "retreat in the forest," had reference to conditions apparent to the eye, and was picturesque enough in itself to deserve perpetuation. Hence it became the name also adopted under the English régime, and in the form of Bushwick has not yet died out among us.

Bushwick was the latest of the towns to be settled, as well as organized. Patents for lands in this vicinity had been granted to Abraham Rycker as early as 1638. In 1643 a patentee thus favored was George Baxter, Kieft's English Secretary to the Council. But none of these earlier landholders ever actually occupied the property. Baxter was identified with the town of Gravesend, as we shall see. Some other transactions in the way of patents and transfers thereof bring us face to face with another name of general interest. A tract

of land adjoining Newtown Creek, and extending to some distance on either side of Meeker Avenue, which crosses the creek by means of Penny Bridge, had been patented to one Adam Mott in 1646. After one or two later transfers, it was conveyed in 1653, "with the housing thereupon," to Jacob Steendam, a resident of New Amsterdam, having a house and lot on Pearl Street, then called the Strand, and extending but for one block from the present State Street to Whitehall. Jacob Steendam was the earliest poet of New Netherland, precursor of Halleck, and Willis, and Bryant. One of Brooklyn's distinguished citizens and one time mayor, the Hon. Henry C. Murphy, gives him an honored place in his "Anthology of New Netherland," and furnishes specimens of the flights of his muse. In 1649 Steendam had published at Amsterdam a collection of pieces under the title of "Distelvink," or "Song-finch." He emigrated to the new world, and must have had some superfluous money, for he invested in real estate in various parts of the colony. Besides his Pearl Street property, he owned a house and lot on Broadway. In 1652 he purchased a farm in Flatlands, and he also had one at Maspeth, before he bought the land on this side of Newtown Creek. It may not be a gracious reflection, but it is possible that his muse was now stimulated to renewed exertions with the expectation of enhancing the value of these varied possessions. At any rate, in 1659 we find him aiding the representations of the advantages of settling in New Netherland made by others in prose, by a poem entitled "Complaint of New Amsterdam to her Mother," which was intended to awaken the ancient city to the fact that a little more interest in her daughter, and a little more investment of capital, would secure very favorable results. In the same line of effort was the poem Steendam published, in 1661, on "The Praise of New Netherland." It is somewhat doubtful whether Bushwick may claim the honor of the poet's residence within her borders. In the year 1663 he had gone back to Holland, and one Jacob Stryker was authorized to act as his attorney. But he evidently did not pay much attention to this property, for in 1667 it was declared forfeited by reason of neglect on his own part and on that of his representative for several years previous.



WAMPUM BELT.

In 1660 actual settlement of the town commenced, and the several steps in the movement are carefully preserved in the records of the town. From this it appears that the earliest settlers were mainly

French people, who had fled from the persecutions in France which foreshadowed the Revocation of the Edict of Nantes in 1685. Finding refuge in Holland, they next looked for a permanent home in the Republic's colony in America. On February 16, 1660, fourteen of these interesting and valuable immigrants appeared before Director Stuyvesant. They had not been long enough in Holland to have acquired the language, and hence they had with them as interpreter one Peter Jansen De Witt. They asked to be assigned a town plot in Bushwick, a spot which they had already visited and selected as a desirable home. Stuyvesant received them graciously and appointed the 19th for going over there in person to comply with their request. His own wife was a Bayard, and therefore of French descent, her father being a clergyman who had sought shelter in the Dutch Republic; hence he naturally felt drawn to these petitioners, and a little trouble was by no means too much for him. On the day appointed the Director came over with Nicasius de Sille, then Schout Fiscal of the Colony, Secretary van Ruyven, and our friend Jacques Cortelyou, the ever skillful and reliable surveyor. Twenty-two house lots were laid out, and on March 7, the first house having been completed, William Traphagen and Court Mourissen took up their residence in it. On the 14th, Director Stuyvesant came once more to visit the ground, and at the request of the people, in whom he manifested such kindly concern, he gave the village or town its name of Boschwyk, or Bushwick. By the next year twenty-five houses had already been erected, and the village bade fair to prosper. In accordance with the prevailing custom, town government had been instituted, and from six names placed in nomination before the Director by the votes of the community, he selected three Schepens, Peter Jansen De Witt, their interpreter, whose services in the capacity of Schepen were obviously needed among his French neighbors, Jean Tilje, and Jean Comlite, which are evidently Dutch attempts at reproducing French names. It has been already stated that the town was joined with the four other Dutch towns under the care of the Schout Adriaen Hegeman. In 1662 Hegeman was succeeded by Nicasius de Sille, of New Utrecht. The combination of the five towns was also signalized by a division in the functions of the Schout, the clerical portion being now assigned to a secretary of the district. Ecclesiastical government kept pace with the civil, and worshipers from the extreme north in Bushwick had to attend church equally with those from the extreme south in New Utrecht, at Flatbush, or Flatlands, or Brenckelen. Even when churches were organized and buildings erected, the organization was a collegiate one for all the towns, and one pastor continued to serve all for many a decade to come. The annals of school life are fortunately more satisfactory here than in some of the other towns. The town had not been in existence a year when in December, 1662, the Schepens represented to the Colonial Council

that they had supplied a great want felt in their midst by the appointment of a competent person to teach school. They gave his name as Boudewyn (*i.e.*, Baldwin) Manout. This has a French look, and very likely a Walloon or Huguenot would best serve the purposes of an instructor among these French families. Yet he must know Dutch too, and this was secured by the fact that he had been educated in Holland. In fact, he was declared to hail from Krimpen-on-the-Lek, a considerable village directly west of Rotterdam, situated on the Lek River, a tributary of the Meuse, or arm of the Rhine; another village of the same name being situated a little nearer Rotterdam on the Yssel river, another branch of the Rhine, or tributary of the Meuse. Like Carel de Beauvoise (also a Huguenot or Walloon), of Breuckelen, other duties beside teaching fell to him, such as clerk to the Court or Board of Schepens, and reader of sermons. His stipend, however, was double that of De Beauvoise, or 400 gld. (\$160); but his perquisites may not have been so many. In addition he received dwelling and firewood free. Doubtless it was at his own house that he taught the children, and the old schoolhouse on the corner of Bushwick Avenue and North Second Street was not built till some years later.

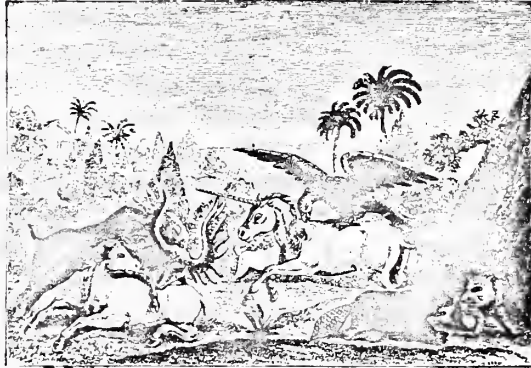
We have left the consideration of Gravesend's early annals to the last because the other towns not only bore characteristics so entirely similar, but also because, for that reason, they were together made to constitute one district, known as the "Five Dutch Towns." Gravesend was a town quite *sui generis*, and therefore perhaps also kept somewhat distinct politically. Yet in chronological order it should take precedence of all the others, even of Breuckelen. Those who have studied the movements of Hudson and his crew between September 2, 1609, when he anchored inside of Sandy Hook, and September 12, when he began his ascent of the Hudson River, from the point of view of the patriotic Gravesender, find that on one of the boat excursions a landing was made on Coney Island, and thus within the bounds of this town the foot of the white man first trod the soil of New Netherland. Some bolder spirits would improve on that, and discover a landing of Verrazamo, with the flag of France, in 1524. Apart from that, however, Gravesend was before the other Kings County towns in point of settlement and government.

Individual and unorganized settlement was first. The earliest of all the patentees, Antonie Jansen de Salee, is declared on good authority to have been the brother of George (or Joris) Jansen de Rapallo (or Rapalje), of the Wallabout, and to illustrate the confusion that is apt to confound the genealogical inquirer, it is stated that the descendants of Antonie retained the use of Jansen (later Johnson) as a patronymic, while those of George fixed on Rapalje. Antonie was a man of mark, of immense stature and enormous strength, and had come over to New Netherland in 1623. In 1639 he

was residing on Manhattan Island, and applied for a patent of land on Long Island. In the State archives at Albany the record looks as if he received it then; but if so, a repetition of it was for some reason made four years later, in 1643, and it does not appear that Jansen undertook to go over to reside on the land till then. The grant was for 100 morgen, or 200 acres, and the exact spot was the vicinity of the present Unionville, near Gravesend Bay. He soon had a neighbor to the west of him in Robert Pennoyer, who may have been a Frenchman also, to judge from his name, and from the express stipulation that he must swear allegiance to the Dutch Republic. Still another settler invaded the solitude of Coney Island. This was Guisbert (if he were French) or Gysbert (if Dutch) Op Dyck, which was unmistakably Dutch. Guisbert Island received its name from him, and it was a part of the island of Conies (or Conynen, *i.e.*, Rabbits).

Meanwhile, more nearly at the center of the township, had begun a remarkable settlement of a more extended and systematic kind. It was here that Lady Deborah Moody came to found a home for herself, where she would finally be rid of civil or ecclesiastical persecution. She had hoped to find relief from this in New England, and took up her abode at Salem in 1640, where she joined the Independent Church. Conceiving some notions about infant baptism that were not down on the program of that church, she was carefully admonished and finally excommunicated. As she had not come to America for this sort of experience, she threw up her plantation of five hundred acres near Salem, and a farm near Lynne, for which she had paid £1,100, and set off in quest of a land of real freedom. Director Kieft, perhaps not a very religious man, was very tolerant of all faiths, as Mrs. Anne Hutchinson, and Mr. John Throgmorton, and Rev. Francis Doughty, all driven out of New England for their Anabaptist heresies, had already found. Hence, Lady Moody and her son, Sir Henry, with several of her attached followers, or dependants, came to New Amsterdam early in the year 1643. The next thing in order was a settlement, and the region now known as Gravesend was selected for the new undertaking. The name is uncertain of origin. It may be English, it may be Dutch. England has her Gravesend, and Lady Moody and all her people were English; but none of them hailed from Gravesend, although they may have sailed thence; but that was now so long ago that therein seems to lie no special reason for the nomenclature. There was a Dutch village called 's Gravezande (the Count's Beach), lying near the coast of Holland on the North Sea, and there was sand and beach enough in the American Gravesend to make the application of that name appropriate. But the settlement was, perhaps, too entirely English to warrant the giving of a Dutch title. Nevertheless, it was a Dutch instrument which had to convey the grant, and it is more than likely that the Director would insist on a Dutch name, especially when one so apt could be utilized.

Lady Moody headed the list of the patentees, and some of the others deserve mention because their descendants still carry the names to this day. Those appearing on the instrument were: "Lady Deborah Moody, Sir Henry Moody, John Tilton, Sergeant James Hubbard, Lieutenant George Baxter." Among the "associates" were Samuel Holmes, John Lake, Nicholas and Richard Stillwell, a Spicer, a Bown, a Delaval, a Bridges, and many others, all unquestionably English. The land secured was laid out in a very systematic manner. "Selecting a site near the center of the town," writes the Rev. A. P. Stockwell, a careful annalist of the place, "they measured off a square containing about sixteen acres, and opened a street around it. This square they afterward divided into four equal squares by running two streets at right angles through the center. The whole was then surrounded by a palisade fence for protection against hostile Indians and against wolves." Further, each of the four smaller squares was again divided into equal sections for house lots, leaving a space in the interior for the herding of cattle. About forty sections were thus marked off, upon which they were, upon pain of forfeit, to build homes within six months. This enabled them to live in security together. As in New Utrecht, the outside land was divided into lots or farms of fifty acres each for the sev-



ANIMALS OF NEW NETHERLAND.

eral planters, and an ingenious plan was adopted, whereby these more exposed portions could be cultivated in comparative safety. They were "laid out in triangular form, the apex being at the town square, and the boundary lines diverging therefrom like the radii of a circle, thus enabling every man to go from his home within the village defense to his farm with least trouble and exposure to himself." Those of us who remember certain transactions anent the ballot boxes in Gravesend some years ago, readily perceive where the triangular scheme then adopted to bring all the voting districts under one roof and one man's easy control, was obtained from.

It was to be expected that people who set about colonizing in such an orderly way would not be left long without the usual town government. At first they formed a sort of home government for themselves, with Lady Moody tacitly regarded as their chief magistrate. In 1645 Kieft gave them a town-patent, wherein were stipulated "freedom of worship without magisterial or ministerial interference." Hereby they were also permitted to nominate "justices in the town

court," from whom the Director was to make appointments. This was exactly equivalent to the office of Schepens in the Dutch towns, and in 1646 the three thus invested with magisterial authority were George Baxter, Edward Brown, and William Wilkins. As an evidence that the town was a separate entity from its Dutch neighbors, it was given a Schout of its own, James Hubbard being the first incumbent, and John Tilton was made secretary or town clerk, at a salary of one guilder (forty cents) for each inhabitant. Another marked distinction was that the town records (still preserved from 1645 down) were kept in English. Yet some of these colonists took care to learn the Dutch language, and George Baxter was employed by Kieft as English secretary to the Colonial Council, in order to translate into English the communications and orders that grew out of the controversies with the aggressive New Englanders. This arrangement, however, did not suit Stuyvesant, and he sneered at the idea that the Englishman, Baxter, should be called upon to prepare papers to express the dissatisfaction of the citizens with his arbitrary rule. At one time Baxter and Hubbard showed a culpable forgetfulness of the favors received from their Dutch friends, for in 1655 they and one James Grover proclaimed Cromwell Lord Protector, and sought to withdraw their town from allegiance to the Dutch flag. They of course failed in the treasonable attempt, and they were cast into prison by Director Stuyvesant; but at Lady Moody's intervention, they were pardoned and liberated. After that, to pacify these turbulent spirits, Stuyvesant left the appointment of Schepens practically in her hands. A bowery, or farm, of sixty acres had been given her by special grant, and here she died, beloved and esteemed to the end, in the year 1659. Sir Henry, her son, sold his interest in the town after her death, and went to Virginia, where he resided till his death. There is preserved a list of books in a library which he possessed while still a resident of Gravesend which shows that he was a man of wide reading, in several languages.

As far as any ecclesiastical provisions are concerned, none can be found upon the plan of the village, nor in the records, so carefully kept, of the town. Lady Moody wished to be free from ministerial interference, and so she may not have wished any clergymen about. The people attended to their religious needs among themselves, and even marriages were performed by the civil magistrates. This absence of churchly forms has naturally given rise to the notion that Lady Moody and her associates were of the Quaker persuasion. But George Fox, the founder of that sect, had not yet begun his work when Gravesend was settled. A precise account of their manner of practicing religion is given by Domine Megapolensis, of New Amsterdam, who says that the people of Gravesend were Mennonites, a Dutch sect of Baptists, and that "they reject Infant Baptism, the Sabbath, the office of Preacher, and the Teachers of God's Word. . . . Whenever

they meet together the one or the other reads something to them." It can be readily understood that people looking at the matter of religion in this way would easily be persuaded that the doctrines of George Fox were the right interpretation of the Gospel. Accordingly, when in 1657, Richard Hodgson, one of eleven Quaker propagandists who had come from England to New Netherland, visited Gravesend, he found a hearty welcome, and many converts crowned his labors. If his journal is correct in its statement, Gravesend enjoys the distinction of having been the scene of the first "Quaker meeting" in America. But Stuyvesant was not the moderate or liberal religionist that Kieft was, and Secretary John Tilton found himself compelled, a half-year later, to pay a fine of \$60 and costs for entertaining a Quakeress preacher. In 1658 two Quaker preachers were arrested and sent in durance vile to Staten Island, whence a canoe easily transported them to Gravesend, where their grievous treatment by the civil arm only secured them a warmer reception and more converts. Indeed, Lady Moody herself, now a year before her death, embraced the Quaker faith, and her Stuyvesant would not disturb, especially since, according to the testimony of these preachers, she "managed all things with such prudence and observance of time and place as to give no offense to any person of another religion." In spite of arrests and fines, in which John Tilton figures with a commendable frequency, Gravesend had acquired in 1661 the title of the "Mecca of Quakerism." In the meantime, only faint hints are found of any attempt to establish other churches. A Dutch church among these English people seemed quite out of the question, yet in 1660 a petition came before the Director that one might be instituted. It originated with the few Dutch people in the vicinity of Coney Island, and though Stuyvesant made a favorable reply, nothing came of the project, because the numbers were too few. It will be several years before we see it taken up again, so that in the interim the people were fain to go to Flatbush or Breuckelen to church.

In the Indian wars that swept over the Colony during the Directorate of Kieft, Gravesend was the object of fierce attacks more than once, but her excellent precautions, as described, stood her in good stead. The story of the atrocities at Paulus Hook and Corlear's Hook perpetrated at the instance of the Director against friendly Indians seeking shelter from the Dutch, has already been told. Strange to say, this cruel and dangerous policy awakened a desire for emulation on the part of some Long Islanders. A week after a petition was addressed to the Colonial Council that they might be allowed to attack the Mareckgawieck Indians, who lived somewhere between Breuckelen and Flatlands. Already repenting his own cruel rashness, Kieft would not sanction the assault on a friendly tribe, but he left it to their own discretion in case the Indians showed a hostile disposition. The wish being father to the deed, such hostile disposi-

tion was soon discovered, and made the pretext for a sudden descent upon the unsuspecting savages, three being killed as they were defending their store of winter corn. There could be but one result. The Long Island Indians made common cause with the River Tribes. Maspeth plantation was wiped out and, looking for the next settlement at that time made, they marched upon Gravesend, whose people were just ensconcing themselves behind their palisaded square. Forty men, under the leadership of Nicholas Stillwell, collected within the substantial walls of Lady Moody's house and beat off the savage assailants. In August, 1645, the general peace was effected, and for ten years there was comparative quiet. In 1655, while Stuyvesant was away to settle the dispute with the Swedes on the Delaware, and an Indian raid was provoked by the rashness of Ensign van Dyke, as told in our first volume, the Indians, after devastating Staten Island, crossed over thence to Gravesend. The people defended themselves bravely, and while not able to drive the savages away, they were enabled to hold them at bay till a detachment of troops from the Fort could reach the place and scatter the enemy.

Mention has already been made (page 48, Vol. I) of another event which brought together into one current the slight rills of history otherwise flowing through each Long Island town separately. This was the meeting at the City Hall in New Amsterdam of nineteen men, representing the various settlements in the vicinity of the Fort, to remonstrate against the despotism of Stuyvesant. As early as 1647, when the Director had scarcely begun his paternal government, in which he proposed to do without the "children" altogether, he had been compelled to call the people together to get from them a supply of money to pay the annual present promised to the Indians at the peace and to repair the fort. To secure this he had to consent to select a body of "Nine Men" from the nominees of the settlers at Pavonia, Manhattan, and Long Island, by whom alone the necessary supplies could be voted. On November 26, 1653, a larger assembly came together, without waiting for Stuyvesant's call. As we noticed before, Lossing grows quite enthusiastic over this meeting, as "the first real representative assembly in the great State of New York." Another historian calls it "the most important popular convention that had ever assembled in New Netherland." Here came men from Flushing and Newtown and Hempstead; from three of the "five Dutch towns," Breuckelen, Flatbush, Flatlands,—New Utrecht and Bushwick not yet being in existence. The English people at Gravesend sent their delegate, and three sturdy men, the two Burgomasters and one Schepen, of the City of New Amsterdam (now about three quarters of a year old) welcomed their associates. We shall find it pleasant to read the names of the representatives of the Kings County towns, as some of them will have a familiar sound. Breuckelen's men were Frederick Lubbertsen, Paul van der Beeck, and William Beeck-

man. Flatbush sent Elbert Elbertsen and Thomas Spicer, perhaps a brother of Samuel Spicer, of Gravesend. Flatlands was represented by Peter Wolfertsen van Konwenhoven, John Stuycker, and Thomas Swartwout; and Gravesend sent its apparently inseparable pair, George Baxter and James Hubbard, for the delegates to this convention had need of knowing Dutch. It was an audacious thing to meet in the very stronghold of the Director, and without asking his leave. They proceeded with their deliberations on the state of affairs in the province, heedless of his fury, and indulged in some plain criticisms of his conduct. William Beeckman was sent to advise Stuyvesant of their presence, but he would not even listen, and would have driven him from the Council room with his stick, were it not that this violence was met with such fearless dignity that the old soldier perceived he was not dealing with ordinary material, and that bluster was useless. With a grim humor, for which Dutchmen have always been noted, the convention invited the Director to attend the banquet wherewith they closed their meeting, and at the same time informed him that they would meet again in December, at his call if he so chose, without that ceremony if he did not. This brought the despot to his senses, and to save appearances he issued a call for the reassembling of the convention on December 10, 1653. This did not prevent them from plainly stating in a memorial to the States-General, what they thought amiss in the affairs of the colony. The paper was drawn up by George Baxter, of Gravesend, and the points it touched with no light hand were: (1) arbitrary government, laws being made without the consent of the people; (2) the imperfect defense against the Indians; (3) that officers were appointed without the suffrages of the people; (4) that old orders and proclamations, almost forgotten by the people, were constantly put into force; (5) that patents of land were promised and the promises left unfulfilled; (6) that land grants were made in excess of the extent defined by the orders of the States-General. The remonstrance was signed by every delegate.

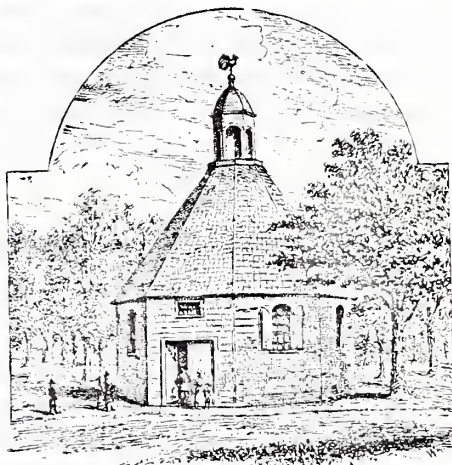
Significant as was this assembly, and interesting to us, as foreshadowing the Municipal Assembly of the Greater New York, whose constituency is found in precisely the same quarters, it did not accomplish much in remedying the acts complained of on the part of "Peter the Headstrong." The discontent grew and opened the way for the change of masters in 1664. The premonitions of the change were especially pronounced on the side of Long Island. In 1636 King Charles I. had requested the Plymouth Company to issue a patent for Long Island to William Alexander, Earl of Stirling, and the next year James Farrett was appointed by the Earl as his agent, or attorney, to manage or dispose of the property thus granted. This proceeding gave endless trouble to the Dutch Directors, and made the settlers in the eastern parts of the island annoyingly aggressive. The English claimed the whole island, and were, therefore, persuaded

with difficulty to accept a boundary line established in 1650, to mark the limits between their usurpations and the rightful occupancy of the Dutch. In that year the treaty of Hartford fixed upon the west line of the Town of Oyster Bay, as the boundary between the Dutch and English claims.

The most serious inroad upon the peaceful occupation of the Dutch end of the island occurred in January, 1664. In the preceding year a somewhat theatrical person appeared upon the stage of Long Island politics of the name of John Scott. He circulated himself among the English townships east of the boundary line of 1650, as the agent or deputy of the Duke of York, concocted a sort of government, or confederacy of them, of which he was made President, and Charles II. was proclaimed the sovereign of Long Island. In pursuit of this fine project, Mr., or Captain, Scott, placed himself at the head of a small army of seventy horsemen and sixty footsoldiers, variously accoutered, and marched upon the strongholds of the peaceful enemy. Proceeding along the Jamaica Road, he first came upon Breuckelen. There he lifted up the standard of England, informing the astonished but by no means frightened Dutchmen that they were absolved from all allegiance to the Dutch Government, and that Charles II. was their King. He was quietly advised to confer with Director Stuyvesant about the matter, but he prudently declined an interview, which we may easily imagine would have been a rather stormy one, for the arbitrary Governor was a good fighter. Captain Scott thereupon vented his valor upon a boy who refused to salute the English flag, and when a Dutchman audibly expressed his disgust, four of his valiant followers undertook to give the outspoken farmer a drubbing, which he resisted with some flourishes of an ax, till the odds against him forced him to retire. Riding to the brow of the Heights, Scott spoke a defiance to Stuyvesant into the teeth of the wind, of which there is no record that it reached him. Then, galloping with his cavalry to Flatbush and Flatlands, he repeated his bombastic performances there. On January 12 he reached New Utrecht, and some not very creditable performances were here achieved. No one expecting such a fantastie raid, the invaders had ready access to the blockhouse or palisaded square, and Scott bravely upset an unloaded cannon. Loading one, they fired a salute in honor of themselves. Jacob Hellackers (or Helligers), worthy Schepen of the town, coming to inquire the meaning of the fracas, was asked to swear allegiance to England, which he promptly refused, and was then roundly abused. Others coming away from their useful labors, they found this valiant army pursuing the sick wife of Rutgers van Brunt with drawn swords, but at the appearance of the farmers, they desisted from the cowardly feat. After all this disgraceful fuss Captain (or President) Scott rode back to Jamaica, a wholesome dread of Stuyvesant's soldiers, who were now on the move, hastening his retirement. Shortly

after, the Director ordered Secretary Nicasius de Sille to draw up a protest against these unwarranted proceedings, which was placed in the hands of commissioners, who carried it to Jamaica. Here Scott and his "government" conferred with them. He showed them a document (which lacked the important item of a signature) by which he sought to impress Stuyvesant's deputies with the fact that he had a claim, not only to the eastern part of Long Island, but even to the whole of it. Significant of what was to come, was the further claim that all of New Netherland belonged to his master, the Duke of York.

Indeed, a short half year proved to Director Stuyvesant and his compatriots that Scott's raid was but a prelude of a serious attempt to seize the Province, supported by the authority of the King, and enforced by a display of naval and military power which was irresistible. At the Jamaica conference Captain Scott plainly told the Dutch Commissioners that the King of England had made a grant of all New Netherland to his brother James, Duke of York, and that forcible possession would be taken. The advent of Nicolls was, therefore, not wholly unexpected. It might be argued that the representations of a man like Scott should not have had much weight with the Colonial Government. But Stuyvesant took no chances, and with increased urgency, sought to obtain means from the West India Company for putting the colony into an adequate state of defense. And later in the year more reliable



CHURCH AT FLATLANDS.

information came to New Amsterdam. As far back as 1642, as we saw in Vol. I., Thomas Willett was a resident of New Amsterdam, and after the coming of the English, he became the first mayor. He was a true friend of the Dutch, and through his connections in his old home at Plymouth, he was enabled to inform the Council that an expedition was preparing in England whose objective point was known to be New Amsterdam. He gave the very details of the composition of the force made ready: two frigates, of forty and fifty guns, and a flyboat of forty guns. The ships carried three hundred soldiers for landing, each frigate being manned by a hundred and fifty sailors. His informant obtained these facts at the time that the expedition was lying at Portsmouth, waiting for a wind, and thus on the point of starting. On July 8, news came from Boston that they had sailed. It was now not many weeks

before ocular proof of the correctness of their information was afforded the Director and Council by the anchoring of the ships, under Col. Richard Nicolls, in the Lower Bay. The account of the surrender has already been given in our previous volume. Our task at present is to note how far the component towns of the later Brooklyn had connections with the various details of that dramatic incident. It so happens that there were many such connections.

In the first place, the people of New Utrecht were the first to behold this formidable array of war vessels, carrying the commission of the King of England to commit an act of pillage upon the property of a friendly nation in a time of peace—the very nation which had for years sheltered and subsidized the two royal brothers when they were fugitives from England. From Mr. Jacques Cortelyou's house at "Nayaack," the squadron could be hailed with a speaking trumpet, while at the same time he and his neighbors could cherish the not very comfortable assurance that a broadside would in a moment level their dwellings and destroy the fruits of their arduous labors. While anchored in the Lower Bay, Stuyvesant sent commissioners to Colonel Nicolls to inquire the purpose of his visit. The reply was at least explicit, however we may dispute the soundness of its premises. It read as follows:

"TO THE HONORABLE THE GOVERNOR AND CHIEF COUNCIL AT THE
MANHATTANS

"RIGHT WORTHY SIRS:

"I received a letter by some worthy persons intrusted by you, bearing date the 19th of August, desiring to know the intent of the approach of the English frigates; in return of which I think it fit to let you know that his Majesty of Great Britain, whose right and title to these parts of America is unquestionable, well knowing how much it derogates from his crown and dignity to suffer any foreigners, how near soever they be allied, to usurp a dominion, and without his Majesty's royal consent to inherit in these, or any other of his Majesty's territories, hath commanded me in his name, to require a full surrender of all such forts, towns, or places of strength, which are now possessed by the Dutch under your command; and in his Majesty's name I do demand the town situate on the island commonly known by the name of Manhattoes, with all the forts thereunto belonging, to be rendered unto his Majesty's obedience and protection, into my hands. I am further commanded to assure you and every respective inhabitant of the Dutch nation, that his Majesty, being tender of the effusion of Christian blood, doth by these presents confirm and secure to every man his estate, life, and liberty who shall readily submit to his government. And all those who shall oppose his Majesty's gracious intention must expect all the miseries of a war which they bring upon themselves. I shall expect your answer by

these gentlemen: George Cartwright, one of his Majesty's commissioners in America; Captain Robert Needham, Captain Edward Groves, and Mr. Thomas Delaval, whom you will entertain with such civility as is due to them, and yourselves and yours shall receive the same from

"Worthy Sirs,

"Your very humble servant,

"RICHARD NICOLLS."

This important and epoch-making missive was dated August 20, 1664, "on board his Majesty's ship the Guernsey," which was described as "riding before Nayaack"—that is, New Utrecht.

Evidently the commander-in-chief of the expedition had more of an acquaintance with Long Island than the view from his ships had furnished him. The raid of Scott now plainly appears to have been a forerunner of the present crisis. Nicolls knew the conditions on Long Island very well, and, therefore, on this same day, August 20, without waiting for Stuyvesant's reply, he issued a proclamation for the special benefit of the Long Island towns, to the following effect:

"BY HIS MAJESTY'S COMMAND: Forasmuch as his Majesty hath sent us by commission, under his great seal of England, amongst other things to expel, or to receive to his Majesty's obedience all such foreigners as have, without his Majesty's leave and consent, seated themselves amongst any of his dominions in America, to the prejudice of his Majesty's subjects, and the diminution of his royal dignity; we, his Majesty's commissioners, declare and promise, that whoever of what nation soever will, upon knowledge of this proclamation, acknowledge and testify themselves to submit to this, his Majesty's government, as his good subjects, shall be protected in his Majesty's laws and justice, and peaceably enjoy whatsoever God's blessing and their honest industry have furnished them with, and all other privileges, with his Majesty's English subjects. We have caused this to be published that we might prevent all inconveniences to others, if it were possible; however, to clear ourselves from the charge of all those miseries that may any way befall such as live here, and will not acknowledge his Majesty for their sovereign, whom God preserve.

"RICHARD NICOLLS.

"ROBERT CARR.

"GEORGE CARTWRIGHT.

"SAMUEL MAVERICK."

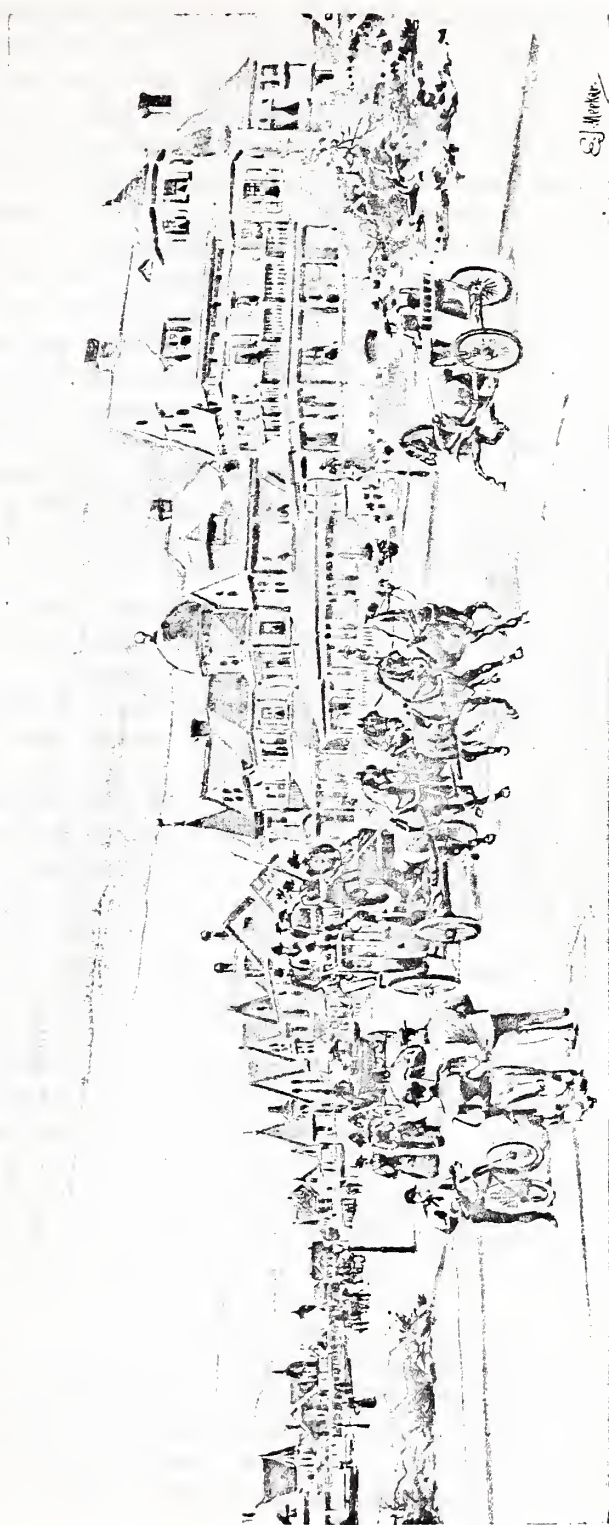
Such a proclamation, added to their discontent with Stuyvesant's rule, the indifference toward a company of merchants who had long left them to their own devices, and above all in view of the perfect helplessness of their situation, wrought a marvelous effect upon the

people of the Dutch towns. There were the English warships, doubly manned, at their very doorsteps; behind them was already heard the tread of the volunteers raised by Nicolls's recruiting officers among the ever aggressive English towns toward the east. No help was possible from the Director, who had his hands full to protect his own exposed town and defend a dilapidated fort, with a population averse to striking a blow for the old flag because it had waved only to sanction arbitrary civil measures. Submission was the only thing to be thought of, and Nicolls certainly smoothed the way for that bitter pill.

Even yet Stuyvesant wished to parley, and seemed under cover of negotiation to be getting ready to resist. Now, therefore, Nicolls sent his ultimatum, that he would listen to nothing but surrender. This definitive message was dated at Gravesend, so that the Colonel must have gone ashore, and very likely accompanied by a force of men. It must be said that Gravesend did not cut a very noble figure in this transaction. To be sure, her denizens were English, but exceeding great privileges had been bestowed on them only twenty years before, when persecutions on the part of their own countrymen had driven them forth, denied the right to live or subsist because of a doctrinal aberration. We have already noted that George Baxter, ever prominent in her counsels, had raised the standard of Cromwell in 1655. For this Stuyvesant might have hanged or shot him, but he was pardoned on Lady Moody's intercession. Later he went to England, where he met Samuel Maverick, of Massachusetts, one of the signers of the proclamation just cited. Baxter did all he could to foment the antagonism of the English against the Dutch, and to persuade them that the latter were interlopers, without right or title to the province they occupied. In 1663 he and Maverick and Scott went before the "Council of Foreign Plantations" and laid before that body the best plan for conquering New Netherland, revealing its weak points and neglected condition. It is seen from this how it was that Captain Scott knew so much of the intentions of the royal brothers with regard to New Netherland, and it confirms the idea that his ridiculous raid was but the advance guard of the enterprise ere long to follow in sober earnest. It is of a piece with the actions of this Gravesend settler and magistrate, that a welcome was first given to the commander-in-chief of the invading expedition by the people of this town. In spite of the fact that they, as well as their neighbors, would soon have had to submit to the inevitable, they might have been in better business than to be harboring Nicolls four days before the formal surrender of the Province by the constituted authorities.

The ultimatum was dated August 25. Not till August 29 was the surrender made. In the interim Nicolls moved up his frigates into the Upper Bay, and laid two of them broadside on opposite the seedy

fort. There were more than had been reported by Willett to the Colonial Council, for while these two were doing duty thus, two others moved up Buttermilk Channel (which was entirely navigable then, as now, in spite of the statements to the contrary), and landed troops somewhere between Red Hook and Breuckelen. At the Ferry the volunteers from New England and those recruited from the Long Island towns, had already made an encampment. Thus the invader's scheme, suggested by Baxter, Maverick and Scott, was carried to its precise completion, and Director Stuyvesant had indeed a desperate game on hand. Yet, in the final throe, he had a keen regard to the best interests of his people, and at the same time exhibited his opinion of the men with whom he had had most trouble. In the ceremonies attending the sur-



ARVERNE, ROCKAWAY—A CHOICE LONG ISLAND SPOT WITHIN CITY BOUNDS.

render it was stipulated that only the troops under Nicolls should bear a part, and that the New England and Long Island volunteers should be kept at the Ferry on the further side of the river. He was apprehensive that these Yankees had itching palms for some of the good things on Manhattan Island, to secure which they had been striving for a generation, and the people were also inspired with a wholesome suspicion of them, the reason given for the stipulation being that "the citizens dreaded most being plundered by them."

On August 29, 1664, therefore, New Amsterdam and the component towns of the later Brooklyn, and all of New Netherland, became the property of the Duke of York, and subject to the English flag. Accordingly, official notice was given of that fact on the part of the retiring Colonial Government. Secretary van Ruyven was directed to address a note, dated that very day, to the clerks or secretaries of the various townships from Bushwick to Gravesend, on the receipt of which they were officially discharged from their oaths of allegiance to the Dutch West India Company and the States-General of the Republic. The date is found to be September 8, because England occupied the position in the 17th century that Russia does in the 19th, and was several days behind the scientific calendar adopted by the Dutch in 1584. The note is interesting reading, announcing a momentous occurrence in dispassionate language, and giving the details of the transaction and the change of names with effective simplicity:

"It has occurred that New Netherland has been surrendered to the English, and Peter Stuyvesant, Director-General of the West India Company, has marched out of the Fort with his men along the Bever's Padt (Beaver Street) to the Dutch ships which lay there at the time, and Governor Richard Nicolls, in the name of the King of England, ordered a corporal's guard to take possession of the Fort. Afterward the Governor, with two companies of men, marched into the Fort, accompanied by the Burgomasters of the city, who inducted the Governor, and gave him a welcome reception. Governor Nicolls has changed the name of the City of New Amsterdam, and called the same New York, and the Fort, Fort James."

On the receipt of this note the five Dutch towns ceased to be Dutch and became as English as the sixth, Gravesend. It was well that the magistrates and clerks should be advised of the change of names, that legal instruments might duly recognize the altered conditions. Brodhead, a descendant of the English, in his history of the State, comments on the conquest thus: "The flag of England was at length triumphantly displayed, where for half a century that of Holland had rightfully waved, and from Virginia to Canada the King of Great Britain was acknowledged as sovereign. Viewed in all its aspects, the event which gave to the whole of that country a unity in allegiance, and to which a misgoverned people complacently

submitted, was as inevitable as it was momentous. But whatever may have been its ultimate consequence, this treacherous and violent seizure of the territory and possessions of an unsuspecting ally was no less a breach of private justice than of public faith. It may, indeed, be affirmed that among all the acts of selfish perfidy which royal ingratitude conceived and executed, there have been few more characteristic and none more base."

CHAPTER III.

UNDER ENGLISH RULE.



THE arrival of the English was marked by the application of new names to all their surroundings. Not only did New Amsterdam become New York, a perfectly inept conjunction in name of municipalities utterly distinct in character; as was Harlem fruitlessly dubbed Lancaster. But Long Island and Staten Island were wiped out officially, and became Yorkshire. In imitation of the original Yorkshire, the one in America was divided into three Ridings (*i.e.*, *Thrithings*, or *third parts*). The present Suffolk County became the East Riding; the present Kings County, with Newtown and Staten Island, and perhaps also a part of Westchester, became the West Riding, while the North Riding included all of the rest of Queens County. Thus the North and the West Ridings embraced precisely all the parts of the Greater New York outside of Manhattan Borough. It is curious to read in Dutch documents of that day how they labored to express the new name in the five Dutch towns, which could not have been very intelligible to the simple farmers. In some records we find it twisted into the form "*Weestreydinghe*." It was to be expected that the towns themselves must also experience a change of name. Hence Breuckelen received the designation Brookland, as the English doubtless did not know what else to make of it, and they had never heard of the namesake in Holland. Midwout might have been made into Midwood with advantage, but instead, Vlacke Bosch was translated into Flatbush. It was just as well that New Amersfoort, so big a name for so small a place, should be made to correspond with its neighbor as a descriptive title, and henceforth be plain Flatlands. Boschwyck was treated very much like Breuckelen, translated to the sound rather than to the sense, and hence became Bushwick, with its tail-end sticking in Dutch antiquity, like Milton's lions emerging from the soil. New Utrecht, not an easy word to pronounce, was strangely retained. It is possible that the fame of the University had made the English conquerors acquainted with the geographical significance, a point they failed to see in regard to Breuckelen and Amersfoort. Gravesend, even if it did wear a Dutch form at first, was English enough in that shape to serve excellently under the English rule.

For the newly apportioned Yorkshire, a High-Sheriff was assigned

to duty, and for each riding a Deputy-Sheriff. Justices in the towns took the place of the Schepens, retaining their office for an indefinite period at the Governor's pleasure, while the High-Sheriff and his Deputies were annually appointed. In a few years the deputies were found to be unnecessary or superfluous, and the High-Sheriff passed away when Yorkshire ceased to be, and the counties were regulated. Beside the Justices, the Anglicized towns now obtained other officers on the home plan. Each town had its constable, and eight (later four) overseers, or *opzienders*, as the Dutch translated the name. Documents relating to transfers of property, or the bequeathing of inheritances, continued to be written in Dutch for several decades after the surrender, and that in spite of an attempt to compel the use of English exclusively. In one or two instances, papers in Dutch were thrown out of court in litigations about property. Yet the records of Flatbush and other towns are invariably Dutch, which must have proved too strong in its hold upon a rural community to be abolished by mere legislative action. Time and its modifications of environment and education needed to bear a hand in a change so fundamental. A very careful regulation of courts with gradations in their jurisdiction was established by the English authorities. There was first the "Town Court," composed of the constable and two overseers. It had cognizance of causes involving five pounds, or less. Justices of the peace might preside in such courts, but it was not a requirement. The next highest court was the "Court of Sessions." It sat twice a year in each riding, and was constituted by the justices of the peace of the towns in the riding. At first the justices were allowed twenty pounds a year for their services; later they received only a reimbursement for expenses. Criminal causes, and others involving more than five pounds, that had their origin within the bounds of the riding; civil cases, and criminal cases that were not capital, were tried in these courts before a jury of seven men, who reached their verdict by a majority vote. In capital cases, the jury was to be of twelve men, and their verdict unanimous. Decisions of these courts under twenty pounds could not be appealed from. Other cases might proceed to the next higher court. The members of the Colonial Council, its Secretary, or the High-Sheriff, had authority to sit with the Justices of the Court of Sessions, and when any such official was present, he was obliged to preside. The next and highest court was the "Court of Assize," sitting once a year in New York City, and constituted by the Governor, the Council, and the magistrates of the several towns.

About six months after the surrender a convention was called to meet at Hempstead, to which each of the sixteen towns on Long Island, and the town of Westchester, were asked to send two delegates. At this meeting the civil regulations described above were arranged for the several towns. Governor Nicolls, or his representa-

tive, spoke them very fairly, and gave them an impression that the most liberal policy would be pursued toward them on the part of his master, the Duke of York. Under the designation of the "Duke's Laws," the changes and appointments in town names and town governments, and judiciary matters, were established and promulgated. But a wider range of subjects than this was embraced within these Laws. It regulated the conduct of neighbors toward each other, providing punishment for angry or vituperative terms. Slaves were not to be kept except they were convicts, or sold themselves for passage money or service. Atheism, murder, lasciviousness, kidnaping, *lèse-Majesté*, conspiracy, smiting parents, were all subject to the death penalty. The marking of hogs, brewing, and burying, public worship, Sabbath keeping, divination, medical attendance, times for execution, marital relations, marking horses, selling liquor to Indians, and a thousand and one other things were jumbled together and received impartial attention in these Duke's Laws.

This was all very paternal, and the impression of liberal conduct on the part of the Duke, added to these minute directions for their welfare in material and spiritual matters, quite overcame the assembly at Hempstead. So they drew up an address expressing their gratitude and devotion, signed by all the members, on March 1, 1665. But the people found that the paternalism was a little too pronounced. There were no provisions for the expression or action of the popular will. The officers were to be appointed from headquarters at Fort James, just as they had been from headquarters at Fort Amsterdam. They had submitted to the change of masters, hoping for a change of conditions in this respect, and none were forthcoming. So the delegates, when they came back to their homes from Hempstead, found that they had planted their feet squarely into hornets' nests, and the buzzing and stinging were none too pleasant. Indeed, the Court of Assize had to come to the rescue, and promulgated a threat that legal proceedings should be instituted against every one who should be accused of detracting or speaking against any of the deputies who had signed the address to the Duke of York.

Another source of acute discontent was the command of Nicolls mentioned in our previous volume, that all the town patents must be renewed. This has usually been characterized as a harsh measure by historians, and principally a scheme to raise revenue, as the new patents were to be roundly paid for. Yet there was some plausibility in the measure. The seizure of the province was upon the ground that the Dutch had no right or title to any territory in the regions occupied by them. Hence, it was only logical that patents in the Dutch towns should be renewed to be held directly of the new, and as alleged, the now legitimate government. And it seems that many of the towns in Suffolk County had never received any patents at all. At the same time, the order realized a snug sum for Governor Nicolls in the

Colonial coffers, which could not look for much replenishment from the Duke or the King. Some of the patentees manifested a disposition to resist the order, but the withdrawing of all right or title to their property was a weapon too serious to be encountered, and submission had to be general, with good grace or bad. A severe charge to be brought against the English rule as now established, and which indicted a worse wrong than the payment of fees for titles already long held and established undisputed, was the policy the new régime pursued with regard to an institution most vitally affecting the welfare of the State, and, which, in the Dutch Republic, had received intelligent encouragement ever since its foundation in 1579. This was the matter of schools. As we have sought to point out in our accounts of the several towns, it was not long after settlement had been made and governments initiated, that the schoolmaster began to appear, sometimes after the church, sometimes before. He was given a liberal support, and where the people could not quite contribute the desirable salary, an appeal to the Colonial Council was always met promptly and generously. It is not to the credit of the English authorities that all this was now quite different. The teachers laboring among the Dutch communities were not subsidized by the Council, and were left entirely to the resources of the towns or villages themselves. And nowhere, in these or in towns settled by their own people, were English schools established. Public encouragement of education was entirely a Dutch idea and a Republican idea, and hence our own Republic later inherited the policy.



GOV. THOMAS DONGAN.

A change of importance in the history of the component towns as a whole took place in 1683, when some of the conditions began to prevail wherewith we are familiar to-day, and which have only lately been seriously disturbed or modified by the swallowing up of all these communities by the great metropolis that was growing on the other side of the East River. Governor Thomas Dongan's name lingers in the memory of New York City, because of the charter bearing his name, and given in his time. But he brought to the Province other memorable innovations. The Duke of York, yielding to the wishes of the people of his Province, sent Dongan with instructions to summon a representative Assembly. It met on October 17, 1683, and in the "Charter of Liberties" adopted by it occur the provisions which somewhat altered the face of the Province on the maps. It was divided into ten counties, as we saw in our previous volume, from which

delegates were to sit in a permanent annual Legislature, or Provincial Assembly. The division into counties at once did away with the Yorkshire scheme. Staten Island was made into a county by itself, called Richmond, which lives to-day in the name of the borough. Kings County was constituted by the six towns of Brookland, Bushwick, Flatbush, Flatlands, New Utrecht, and Gravesend. Newtown was taken out of its connection with them as a part of the West Riding of York, and made one of the towns of Queens County. Westchester was also separated from that riding, and made into a separate county, and the East Riding became Suffolk County. Now also disappeared the High-Sheriff of Yorkshire, and each county was given its own Sheriff. The Courts of Sessions were to meet twice a year as before, but a Commissioner's Court was instituted, meeting on the first Wednesday of every month, and also a Court of Oyer and Terminer in each county to hold session annually. The Assembly of New York, which was destined to do great things, and in the beginning of the eighteenth century sounded the note that presaged liberty, was not called into much requisition at the beginning, fair as that seemed. It met the second time in October, 1684; was summoned for the third time in 1685; but then it does not come across the threshold of history again until one of a decidedly democratic character was summoned by Leisler.

The brief interval of the resumption of Dutch authority, as the result of the capture of New Netherland in fair war in 1673, produced but transient results upon the Long Island towns now composing Brooklyn. The coming of their compatriots was of course hailed with delight. English rule had not proved so wonderful an improvement upon Stuyvesant's and the West India Company's, after all, and Governor Anthony Colve held the territory directly for the States-General of the Republic. On August 14, 1673, less than a month after the capture, the towns of Long Island, from one end to the other, were required to send delegates to New Orange (now the name of New York), in order to swear allegiance to the Prince of Orange. The five Dutch towns did it readily enough, but the English towns, including Gravesend, hesitated. But Colve was not to be trifled with. On December 15, the Governor went in state to Flatbush to meet another convention of delegates. But before another year had gone diplomacy had restored New Netherland to English rule, and the fifteen months of interruption were soon forgotten.

After this review of events which involved all the component towns of Brooklyn in one common current of history, we must now turn again to each one separately to observe what had taken place of local interest within each from the English conquest until the end of the century. And, as before, we place Breuckelen, now Brookland, and not yet Brooklyn, first upon the list. In October, 1667, the town, mentioned by its Dutch name, received a new patent under the hand

and seal of Governor Nicolls in the name of the Duke of York, and so the right of the inhabitants to their property was definitely secured under the new régime. The process was repeated in 1686, when the Duke of York had become King James II., and mainly for the purpose, it seems, of settling the question of the amount of quit-rent to be paid by the town. This item read as follows: "Yielding, rendering, and paying therefor, yearly and every year, on the five and twentieth day of March, forever, in lieu of all services and demands whatsoever, as a quit-rent to his most sacred Majesty aforesaid, his heirs and successors, at the City of New York, twenty bushels of good merchantable wheat." The date selected, it is to be remembered, was not an arbitrary one, or taken at random, but was New Year's Day in the calendar then in vogue in English dominions. To stimulate enterprise and emulation in a farming community whose tribute itself was expressed in agricultural products, an advance was made on former times by the appointment of an annual fair. The village had had its market days for some time, supplemented by a fair in New Amsterdam that then was. In 1675 a yearly fair was appointed for Breuckelen itself, to be held at the Ferry, so as to entice buyers from New York to come over. It was to be held on the first Monday, Tuesday, and Wednesday of November. Not content with this display of farm produce on this side of the river, the farmers from Long Island had an opportunity to go and place their choice articles in competition with those of the farmers of Manhattan, Westchester, and New Jersey, at the fair in New York, which was to be held on the Thursday, Friday, and Saturday of the same week. It is to be feared that Domines Polhemus, Nieuwenhuysen, and the other divines would find their audiences rather depleted on the Sunday after this entire week of "fairing"; and there may have been much call for pastoral visitation and the censure of consistory upon the good members whose heads were not strong enough to bear the rum or beer of that day. In this same year, 1675, Breuckelen already led the other towns in population, and in the value of assessed property. The figures are not large, but they are in advance of those of Flatbush and the others. The number of persons assessed was sixty, and the value of the property, £5,204.

We have seen that all during Domine Selyns's ministry, from 1660 to 1664, no church building accommodated the crowds from the other towns and Manhattan that came to hear the popular and able young preacher. Steps were initiated shortly after his arrival, but came to nothing during the whole of his stay. But two years after he left, in 1666, the first church was built. It is not difficult to mark the very spot in terms of the modern city. Old maps show that it was located in the middle of the road, on the block between Lawrence and Duffield streets, and about equally distant from either of these on Fulton Street. But Fulton Street was not then the mathematically straight

thoroughfare it is now. The road wound to either side of the line of the present street, and a bend occurred toward the right (or even-numbered) side exactly half-way between Lawrence and Duffield streets. This would carry the edge of the road a little within the line of the present buildings, and since the church was planted squarely in the center of the highway, we shall have to conclude that it stood upon the sidewalk, exactly in front of Abraham and Straus's well-known emporium. How many of the thousands that pass and re-pass that busy point think that they are treading sacred ground, consecrated by the devotions of Brooklyn's earliest citizens in Brooklyn's first church edifice? We have pictures of the building which was erected on the same site a century later, but we know not the exact shape of this earliest temple. Eye witnesses of its glory as it was in 1679 speak of it in no flattering terms, but then these men were not partial to churches of other persuasions than their own, so that we may have to take their disparaging judgment with some grains of allowance. Speaking of our happy hamlet, they say that it "has a small and ugly little church, standing in the middle of the road." This idea of placing the church squarely in the way of traffic was not original with the bucolic Brooklynites of old alone. Other Dutch communities, and notably Albany, gave evidence of this curious taste. Here Domine Polhemus would come of a Sunday afternoon when it was Breuckelen's turn, and hold forth on the Heidelberg Catechism, if there were time enough for a discourse. Else, perhaps, he would give them but a quarter of an hour's prayer, and be off on his horse for his manse at Flatbush, before dark, for even preachers felt a little nervous about spooks in those days, and preferred to be under cover after dark. For ten years longer Polhemus lived and labored, and entered into his well-earned rest in 1676. Then for a year Domine Nieuwenhuysen, of New York, came over to supply the Long Island churches occasionally. The Collegiate arrangement now covered all of the five Dutch towns, and a pastor had to divide his time, and give turns to Bushwick and New Utrecht, at the extremities, as well as Breuckelen, Flatbush, and Flatlands, at the center. In 1677 the Rev. Caspar Van Zuuren was called from Holland, and served these churches for about eight years.

After the Leisler troubles, and when William of Orange and Mary were firmly established on their throne, changes in government were again made for county and towns. Courts of common pleas and general pleas were created in the county, and the Commissioners' Court ceased to be, its work being committed to the justices of the peace. Each was now to have but one supervisor, and a new office was instituted, that of Surveyors of Highways, of which there were three for each town. Several years afterward, or in 1699, trustees, elected at the town meeting by the people, and serving for two years, were charged with many important duties, such as "to order all townes

business, and to defend their limits and bounds, and to dispose and lay out sum part thereof in lots, to make lawes . . . to raise a small tax ffor to defray the towne charges, to receive townes revenues, and to pay townes debts." The trustees chosen were Benjamin van de Water, Joris Hansen, and John Gerritsen Dorlant. There is a record of a careful disposition of various woodlands within the bounds of Breuckelen, which shows a curious crossing of properties, as it seems to-day. Thus, all the woods lying between Bedford and Cripplebush, and covering the hills toward the road to New Lots, were to form the backwood lots of the people living at Gowanus; reckoning from Bronwer's Mill (Union Street, between Bond and Nevins) to the New Utrecht line. Next, the woods situate between the Flatbush Road and "the path to New Lots," which must be the Clove Road, were to be the holdings of the Bedford and Cripplebush folk. And, thirdly, the woodlands back of Gowanus, clear to the Flatbush and New Utrecht lines, were to belong to the Breuckelen, Ferry, and Wallabout householders. A census taken in 1698 showed that Breuckelen had a population of five hundred and nine souls, and a list of those who took the oath of allegiance to King James II., in 1686, their previous proprietary Duke, is interesting as affording a glimpse of the essentially foreign character of these founders of Brooklyn. Of seventy-six adult men, only forty-four are put down as born in the country, the others recorded the number of years they had been here since they left the fatherland. It is worthy of note, too, that about this period, in the ordinance establishing the yearly fair, and in some other public papers of the time of Governor Andros, the name of the town is spelled Breucklyn. It was a step in the evolution of the later and more famous designation.

A few residents were gathering during this period about the "Ferry." In 1654 Egbert van Borsum obtained a patent for land near the place where he landed his passengers on this side, which patent he prudently renewed when the order to do so was issued by Nicolls. In 1666, a strip of twenty feet more was added to the grant. The lease of the ferry was constantly increasing in value. In January, 1674, C. Dyre leased it for a year at £103. In 1693 John Ariesen, who had agreed to pay £147 per year for it, complained of poor custom, and he was allowed to reduce the amount to £140. Rates were now much less, but passengers more frequent. The fare was 16 cents for a person, and one shilling (25 cents) for a horse or beast. In the year 1698 the prosperous Rip van Dam leased the ferry for seven years at £165 per annum. Four years later he became a member of the Governor's Council, and as its President in 1731, became Acting-Governor on Montgomerie's death. For part of those seven years his ferry rental went to help pay the expense of building the new City Hall in Wall Street. In 1699 an important addition was made to the attractions of the Ferry as a means of transportation, and of the

"Ferry" as a place of residence. The City of New York put up a brick building twenty-four feet front, forty feet deep, with a stone cellar, and two stories above that. It was completed in 1700 at a cost of £435, and it was meant to serve as a ferryhouse and tavern. The circumstance that New York City was leasing the ferry and building houses on the Long Island side of it is explained by the fact that in Dongan's Charter of 1686 the ferry is made the property of the corporation, and a grant was also made of the jurisdiction of the city over "vacant lands to low water mark all around Manhattan Island." The city fathers quietly interpreted that *all around* as taking in the opposite shore of the East River as well as that on Manhattan Island. And since there was a reasonable doubt possible on the subject, they easily obtained from the pliable Lord Combury, in 1708,

a special charter definitely stating that this interpretation was the correct one. Out of this charter and that of 1731 grew endless and bitter controversies between the two cities of Brooklyn and New York, that even legislative intervention at Albany could not settle, so that the New York claim to ferry rentals was never set aside.

Three miles from the Ferry and two miles beyond Breucklyn Church, the hamlet at Bedford Corners was adding unto itself inhabitants. In the early days of English rule, although it was but a few years old, there was no presumption in the notion that Bedford was a rival of Brooklyn, and just as likely as not to outshine and swal-



DUKE OF YORK'S SEAL.

low up the latter, instead of the reverse process taking place. In the years 1666 and 1667 the English Governor was granting patents to this and that Wallabout landowner, extending their property to within the region of New Bedford. Thomas Lambertse, John Laurensen, and Michael Hansen (Bergen) seemed to be among those who lived or had land there, and in 1700 Lambertse conveyed one of his patents to Leffert Petersen, of Flatbush, whose children, being naturally named Leffertsen, originated the chief name which has ever figured in Bedford history. In 1668 this same Thomas Lambertse was given a license by Governor Francis Lovelace to keep a public house there, so that travel must have been coming around that way. Indeed, the "corners" was a busy spot, for not only did Jamaica farmers and some of those from Flatbush or New Lots pass by here, but people from Flushing and Newtown, on their way to New York, must needs come around by Bedford in order to avoid the bays and

creeks of the Wallabout. In the year 1683 it looked as if the sanction of government was intending to sustain the claim of Bedford to be Breuckelen's equal. The distribution of counties and of towns in counties, already mentioned, named Bedford as one of the towns of Kings County, with the six others. But somehow the town idea did not materialize to any extent, and Bedford remained only a "neighborhood," or "corners," within its town of Breuckelen. Industry seems to have found its way to Bedford as well as travel, and perhaps travel at the tavern drew the industry, for a brewery was erected on the Cripplebush Road (now Bedford Avenue), not far from Fulton Street or the Jamaica Highway. In 1701 John Bybon sold a half interest in the buildings and plant to Cornelius Vanderhove, so that these gentlemen probably entered into partnership.

That persons going to Jamaica or Flatbush should pass through Breuckelen on the way from the Ferry, lets itself be easily understood. But it appears that the traveler to Gowanus found it expedient to avoid the hills on his right, passed through Breuckelen, with its unhandsome church, and then, somewhere on Flatbush Avenue, about where Fifth Avenue is now, he struck into the Gowanus Road, which followed pretty closely the line of the present Fifth Avenue. This detour was necessary to avoid the head of Gowanus Creek. To get to Red Hook, Red Hook Lane offered its conveniences, and this name has conveniently clung to a mere fragment of it, in order to inform us where it branched off from the main road. It would be necessary to travel by the lane to get to the numerous tide mills placed here and there on bays or ponds formed by the Gowanus Creek, and the inlets and shallows along the Buttermilk Channel. Brouwer's Mill was there, and van Dyke's and Sebring's (formerly Suebringh). Brouwer's, destined to become historic in 1776, emerges from obscurity by reason of a curious defect in business instinct displayed by its owner and operator in 1668. Adam Brouwer was complained of by citizens and town officials that he was averse at times to turn his mill to its proper uses, and grind corn for customers. This was indeed a heinous offense, but it would seem principally injurious to Mr. Adam Brouwer's pocket, as there were other mills about. But the complaint was taken cognizance of by Governor Lovelace, and Brouwer was duly admonished to perform the duties of a miller or suffer the consequences, the penalties of the law thereunto annexed. As the mill stood in its place a hundred years and more later, and still bore Brouwer's name, we must assume that the owner's extraordinary business tactics did not bankrupt him.

Our next excursion must be to Flatbush, to see what English rule was doing for that town. As in the case of the other towns, new patents establishing the ownership in property on the English foundation were granted in the years 1667 and 1685. Strangely enough, so late in the day, the Indians still inspired respect or fear enough to

make the Flatbush people comply with a demand that they establish their title to the land by a purchase from them, after the patent given by the Colonial Government in 1667. In 1670 Eskemoppas, a Sachem of the Rockaway tribe, chose to deny that the Canarsees had a right to dispose of the lands the patentees occupied. Hence he desired them to pay him a good round sum. This being done, he and his brothers duly signed a deed of sale with their marks. Eskemoppas adopting the pound sign (£) for his, and his brothers the sign for and (&) and an f respectively. Several fathoms of black and white seawant belts, blankets, guns, pistols, powder, lead, half a barrel of strong beer, and three cans of brandy, were some of the items of the price. Six shirts were deemed sufficient to go around the tribe. This spirit of conciliation toward their savage neighbors brings into stronger contrast their resistance to the unjust encroachment upon their rights by the civilized power to whom they had subjected themselves. In 1684 Flatbush was made the scene of an indignation meeting, attended by people from all the other towns. The burden of complaint was, that in violation of the terms expressed and implied upon which the surrender was solicited and made, the English had sought to force their church on the Dutch, and were trying to compel them to summarily abandon the use of their vernacular in all public concerns and cases before the courts. That the people were profoundly sincere in this matter is proved by the fact that two cases then pending before the courts were withdrawn by the litigants and left to the arbitration of referees appointed at this meeting. Indeed, the courts had so little to do after this date that they simply met to adjourn, the Dutchmen sturdily maintaining that no rights of theirs should be "adjudicated by an English court." It was a hundred years ere a lawyer found it worth while to set up an office in the county. For the obvious reasons that Gravesend was English, and had been so commendably premature in rendering allegiance to the Duke of York, the County Court House was set up in that town. But it was an inconvenient location, and in 1685 the central situation of Flatbush induced the Government to erect a Court House there. Flatbush remained the seat of the county until 1832, when it was removed to Brooklyn. In 1698 Flatbush could boast a population of four hundred and seventy-six souls, while Breuckelen had five hundred and nine. Her taxable property in 1675 indicated a value of £5,079, which, in 1683, had increased to £7,757.

It has been noticed a few pages above that Domine Polhemus departed this life in 1676, and that the Rev. Caspar van Zuuren succeeded him in 1677. He remained in service of the churches, with his center of operations at Flatbush, until 1685, when he returned to Holland. In some records there then appears the name of James Clark as pastor, but the best authorities are exceedingly suspicious of the correctness of that item, and certainly the name is too English for a

Dutch preacher. He is given a pastorate of ten years from 1685 to 1695. But at the same time, and with the records clear about him, the Rev. Rndolph van Varick is set down as the pastor from 1685 to 1694, while Domine William Lapardus finished out the century, remaining in service until 1702. These ministers continued to have considerable trouble to keep the proportion of preaching-turns among the widely scattered congregations so as not to excite jealousy or bickering. If a turn failed to be given to one and another obtained it, the thrifty farmers at once counted up how much that would release them from their share of obligation toward the support. But often a town failed to get a turn because they failed to fetch the minister, sometimes on account of bad weather, sometimes for no special cause. It seemed reasonable enough that in such a case, if the Domine chose to occupy his time in preaching to the people at Flatbush, where he lived, no one need complain. But complaint was made, and a dispute on that head was referred by Domine van Zuren to the consistory of New York in 1679. The Flatbush people certainly deserved a little extra soul-treatment, for the fact that the pastor lived among them gave them a chance to contribute to his comfort beyond the mere stipulations. It was due also to their generosity and energy that a new church, much better than the one finished in 1660, was put up near the close of the century, or just two hundred years ago this year. Only a hundred years later the edifice that now graces the handsome avenue of Flatbush was placed upon the same site. The one of 1698 was built of stone, was sixty-five feet long by fifty broad. There were no pews, but the audience was placed upon benches or chairs. The people of the whole town, including those living upon the distant "New Lots," bore a share in the cost of it which was still calculated, thirty-four years (or a whole generation) after the English conquest, in the guilders of Holland. The amount was 15,728 gld. (\$6,291.20). Always associating school with church, as we must, in treating of the history of these Dutch towns, we find upon the minutes of the Consistory, under date of October 8, 1682, an agreement with Johannes van Eckelen, schoolmaster. He was certainly maintained in no niggardly manner, though the support now wholly fell upon the townspeople themselves. His salary was 400 gld. (\$160), to be paid in wheat, delivered to him at the Ferry, so that at the market there, or just across in New York, he could readily turn it into cash. He had a dwelling house, pasturage, and meadow for his free use. Besides this, he had fees from the scholars: "For a speller or reader, 3 guilders a quarter; and for a writer, 4 gld. for the day school; in the evening, 4 gld. for a speller or reader, and 5 gld. for a writer, per quarter." School was held from 8 to 11 o'clock in the morning, and from 1 to 4 in the afternoon. At the opening of the school one of the children read a morning prayer printed in the Catechism, and it was closed with the prayer prescribed "before din-

ner." Besides the ordinary branches, on Wednesdays and Saturdays the children were taught the Catechism, which they were required to recite on Sunday in the church.

On that memorable raid when one hundred and thirty valiant men rode and ran after Captain and President John Scott, in January, 1664, this Chief Magistrate of the Confederacy of English Long Island towns also made an entry into the good old town of Flatlands. Having a general and patriotic disgust for all things Dutch, what here met his eye must have been particularly gratifying to the sight, for he is recorded to have exclaimed, "This is a handsome place, and has a fine church." The octagonal structure, with its sugar loaf roof, was then new, scarcely a year old. If on Scott's arrival it had been anywhere near a church service he might have thought he had inadvertently ridden into a fortified camp, for the people were summoned to worship by the sound of a drum! This too martial call to so peaceful an exercise was superseded by the tinkling of a bell in 1686, when 556 guilders (\$222.40) were raised for the purchase of one, of which only 456 gld. (\$182.40) were needed; a very encouraging showing for the generosity of the people. It took a year to get a bell, so it may have been cast in Holland, and 7 gld. (\$2.80) was only laid aside to get a rope for it. The cause of education flourished in Flatlands, in spite of the indifference of the Eng-



KING WILLIAM III.

OF ORANGE-NASSAU.

lish authorities. The church officers saw to the schooling of the children, and in 1675 they called the institution supported by the church "The School of the Town." The Elders saw to the qualifications, mental, moral, and religious (or theological) of the teacher, and the Deacons had in charge the supply of books, the accounts giving an interesting insight into the elementary textbooks on secular and religious knowledge by means of which the bucolic youth were taught. It is pleasant to note that from among their own number teachers could be supplied, for the incumbent in 1675, William Gerritsen van Kouwenhoven, was evidently of the family of the earliest settler. John Brouwer, who was appointed in 1688, and Peter Tull, whose engagement dates from 1691, may have been importations. Tull must have been one of those pedagogues who could not leave strong drink alone, for in later years he figures in the records as a pauper. There was a schoolhouse in those early days, too, located near the church, on part of the "church lot" indeed, which also included a burying-ground. In 1697 a new schoolhouse re-

placed the first one at the cost of \$654.40. Early in the present century it was sold to one of the neighbors for \$20; this was a Mr. Nicholas Schenck, evidently a descendant of schoolmaster Martin Schenck, one of the deacons of the church also, whose term began in 1704. Indeed, an examination of the patents under Nicolls (1667) and Dongan (1685) reveals in the lists of the patentees the persistence of the family names. Then, as now, we notice the patronymics of Stoothoff, and Cowenhoven, and Voorhees. The charters, or patents, however, did not serve to avoid uncertainty as to boundaries and possessions. A serious dispute, unfortunately producing much acrimony between neighbors and compatriots, long hung fire between Flatbush and Flatlands, in regard to their respective right and title to the Canarsee meadows. Courts, commissioners, and governors had the matter under consideration, and fines were imposed and refused. The fine was laid on Flatbush, finally reaffirmed in 1691, but still unpaid, so that, as a Flatlands historian remarks, there still is due this £10, with a snug interest of two hundred years' standing. While these Canarsee meadows were in dispute, it does not appear that any Indian tribe worked the scheme on Flatlands that they did in the neighboring town, as mentioned above, claiming that they had greater title to the territory than the other. Yet an incident in Indian life of considerable interest is worthy of mention, as a part of Flatlands history. On April 2, 1691, scarcely a month after his arrival, and while the fate of Leisler still hung in the balance, Governor Sloughter came to Flatlands to hold conference with a Sachem of the Canarsees. The latter was attended by his two sons and twenty warriors. The Sachem congratulated the Governor upon his recent safe arrival, and remarked that he regarded him as a tall tree with spreading branches, beneath whose shadow he and his people begged to be allowed to stoop and take shelter. He presented Sloughter with a belt of wampum thirty fathoms long, which was quite an Indian fortune. It seems, too, that the Indians were quite up in the politics of the day, for the younger of the two sons, on leaving, handed over a bundle of brooms with the casual observation, "that as Leisler and his party had left the house very foul, he had been advised to bring the brooms with him for the purpose of making it clean again." There is a refreshing air of spontaneity about this politic speech, which could not have been very gratifying to the Long Island people, who seriously quarreled with Domine van Varick for speaking his mind rather freely about "the rabble" who followed Leisler.

Gravesend's effusive readiness to change masters was rewarded in 1668 by the establishment there of the Court of Sessions, for the accommodation of which a Court House was built. It had been accustomed to sit at Flatbush before this. The inconvenience of the location compelled the return of the court to the latter town in 1685, as we

saw above. It is curious to observe of what offenses the laws of the land took cognizance, and what penalties were meted out for them. A man at Gravesend, hinting that his neighbor could not pay his debts, was fined. A woman was convicted for slander, and condemned to stand in irons for half an hour. Thomas Applegate had dared to say that "Governor Stuyvesant took bribes," for which he was condemned to have his tongue bored through with a hot iron. As he confessed, it may be that the Director commuted the barbarous sentence. In 1679 Ferdinand van Strickland was presented before the Court of Sessions for refusing to entertain a stranger who came from Huntingdon on court-business; upon which the court threatened to revoke his license as tapster, if he did not mend his ways. The staid old farmers in the good old days seemed to have had their outbreaks of turbulence. The Court of Sessions, in June, 1669, was greatly outraged at the conduct of certain unknown parties. Fences had been wantonly pulled down; the sacredness of the court had been invaded by treating with contempt one of its instruments of punishment, for the stocks had been ignominiously "thrown down," putting them out of gear for the proper exhibition of offenders to the public gaze in their merited disgrace. As those acts of violence could have been prevented by the ordinary vigilance of a town-watch, and there being none, the punishment for these riotous proceedings was laid upon the town itself, which was fined five pounds unless it should discover the miscreants. Strict laws were made for the observance of the Sabbath in 1675, and repeated subsequently, which read as if composed by some Puritan of the Puritans in the days of Cromwell, instead of a Governor who had just come from the midst of the ribald license in morals and religion which characterized the reign of Charles II. in England, as a deliberate protest and reaction against the preceding conditions. It is doubtful whether Gravesend would have been very stringent or puritanical in its observance of Sunday, although treating the day with due respect, because they were not in the habit of having regular or public religious services. The Quakers had confirmed these earlier ideas of the settlers and converts to this persuasion continued to be made. It was but natural that to the "Mecca of Quakerism" George Fox himself should come. We find him there in 1672. He had been visiting Maryland, where religious liberty was first realized. Reaching Middletown in New Jersey, a sympathizing resident there took Fox and his companions and their horses in a large boat over across the Lower Bay to the Gravesend shore. After a visit to Rhode Island, he came back to Gravesend a second time in July, 1672.

Affairs of interest in New Utrecht after the conquest center mainly about the church. It was not till 1677 that the growth of the town warranted a separate organization, so as to secure a turn in the services of the Pastor of the Five Towns. Before this, as we saw, the

two extremes of north (Bushwick) and south (New Utrecht), had to meet in worship at Flatbush, or Flatlands, or Breuckelen. Twenty-six families were now organized into a separate society, and two elders and two deacons made up the first consistory. The next step was the building of a church. The "New Utrechtenaars" were not in a hurry about that; they deliberated, or at least contemplated the matter for twenty-three years. But then, in 1700, they produced very satisfactory results. Its site is worth remembering, for it fixes an interesting event connected with the Battle of Long Island. We must not look for it on the spot where the present solid structure stands, with its handsomely decorated interior. A pretty good stroll down the broad avenue which it fronts will bring us to the corner of Sixteenth Avenue, and there on our left we will see the old churchyard. It was here it stood until 1828, and just by the side of it, to the left as one faced it, was the house of Nicasius de Sille, of which mention was made above, and which we shall encounter later again. The shape was octagonal, with pointed roof, like the one at Flatlands; it was built of stone, "with side-walls of bowlders," a belfry surmounting the apex of the roof, with bell-rope hanging down into the center of the auditorium. Here was to be seen a high pulpit, reached by winding steps, the box containing the preacher and the pillar supporting it resembling a huge goblet. Over the pulpit was the sounding-board, like the lid of a sugar bowl, upon the knob of which was perched a gilt dove, symbolizing the descent of the Spirit. This dove is still preserved by one of the van Pelt families of the place, and, with the tile from De Sille's house, graced the collection of colonial antiquities at Chicago, in 1893.

It happened to be on August 29, 1673, the ninth anniversary of the surrender, that Captain Kuyff and Lieutenant De Hubert came to New Utrecht, commissioned by Governor Colve to take the oaths of allegiance to the Prince of Orange, Stadtholder of the Dutch Republic, from the men of New Utrecht. There was not one that failed to respond, for the old cry, "*Oranje Boven*," Orange on Top, could still stir the heart of these Republicans. Forty-one heads of households were recorded as taking the oath. Two years before a calamity befell our old friend Jacques Cortelyou, living at Nayack, on the Bay shore. His house in the village was burned down, and the fire, spreading to neighboring buildings, a goodly part of the village, covering a radius of half a mile, was destroyed. The disaster was made the subject of an appeal on the part of Governor Andros to "Bruyckline" (another spelling!) and the other towns, to assist their neighbors in repairing their loss. With regard to Cortelyou in particular, it was suggested "to assist him with one Dayes worke" in rebuilding, "this or the next weeke, as he shall direct." And as to his "Neighbors," that they likewise assist them "in their present distress if requested thereunto by them, in the which you will do a good and charitable worke." The

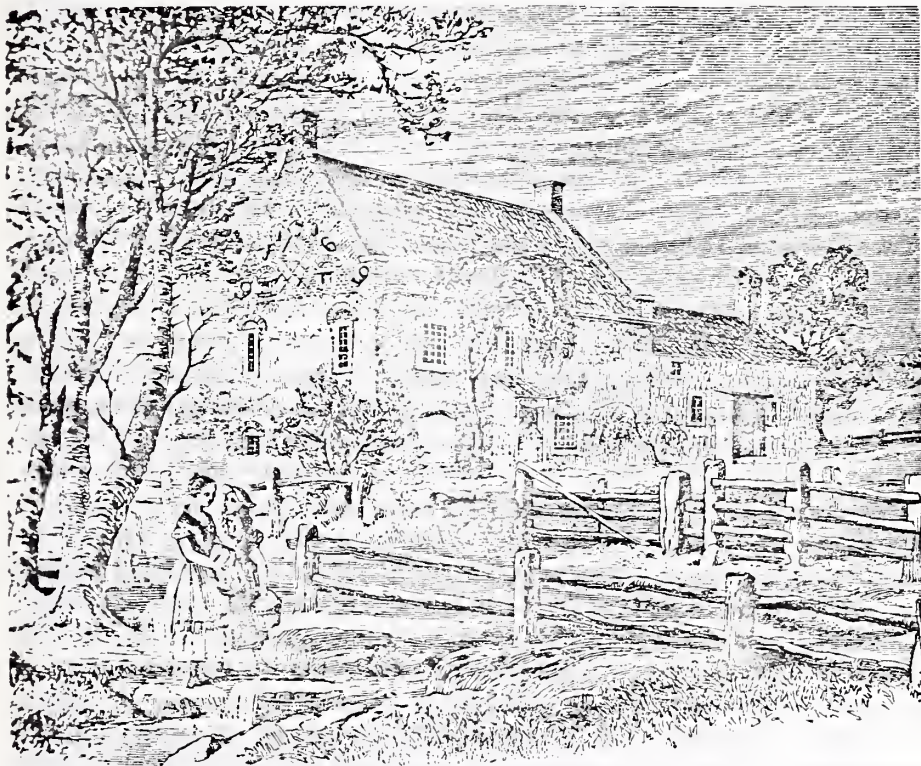
people were wise enough to rebuild their village with houses not so easy a prey to the flames, being now mostly of stone or brick. In 1698 the population of the town had reached the number of two hundred and fifty-nine souls, of whom forty-eight were slaves.

Bushwick, as we saw, did not become a town until but a few years before the English conquest. Its settlement began in the vicinity of the old church, and mainly by Frenchmen. In 1670 we first find mention of a section which is now specially interesting as the center of business and activity of the old Williamsburgh section of Brooklyn. In that year David Jochems, of New York, deeded a farm to Teunis Jansen van Pelt, who did not actually occupy the land, or not for many years if at all, for in 1695 Jean Mesurolle (later spelled Meserole) died in possession of it, after occupying it, on the testimony of a witness, for twenty years. It is a little strange, however, that this testimony is the only evidence or proof of his possession, so it can not be stated how it passed to Meserole from its previous owner. Now this farm, thus deeded away once or twice, and thus occupied, embraced a territory described in modern terms as bounded by the East River, Broadway and South Sixth Street to Havemeyer Street; thence to North First Street, and back along that to the river. It was a long time before Williamsburgh came into being; meantime the imagination can amuse itself trying to rehabilitate this distant past,—among the clanging bells of multitudinous trolley cars and thundering elevated trains, and thronged ferryhouses, on Broadway; or, while looking up with aching neck at the towering sugar refineries on Kent Avenue; or amid the busy scenes on Grand Street,—when on all this territory lived just one family, that of the estimable Frenchman, Jean Mesurolle.

To Bushwick, as to other towns, patents were re-issued by Nicolls in his term, and by Dongan in his. That of Dongan was given in 1687, and is an extremely formidable document, and by it were safely confirmed to the good people "all and singular the houses, messuages, tenements, fencings, buildings, gardens, orchards, trees, woods, underwoods, pastures, feedings, commonage of pastures, meadows, marshes, lakes, ponds, creeks, harbours, rivers, rivoletts, runns, brooks, streams, highwayes, easements, mines, minerals, quarryes, fishing, hunting, hawking, and fowles (Royal mines only excepted)." Surely, if Bushwick contained all these things it was highly necessary they should be carefully guarded and guaranteed for their particular uses. King James II. was very kind in securing them in these possessions, some of which (especially mines) remain still to be discovered. Nevertheless the Bushwick people were not at all sorry when James was deposed, and superseded on the throne of England by William III. of Orange. The news of this portentous event was received with great joy in this town, and made the occasion of a notable celebration. A banquet or entertainment was given at the house of

one of the citizens, and here Isaac Remsen made a speech, setting forth the disappointments experienced under the English rule, and expressing the expectation that under a Dutch prince the language of the Fatherland would be permitted to prevail again. Another enthusiastic townsman, Jacob Ryersen, offered as a toast the health and long reign of William and Mary, which was drunk in good honest country cider, with perhaps more genuine good feeling and sincerity than many a one in expensive champagne.

There are one or two items of historical interest which do not speak



THE CORTELYOU HOUSE (1699). FIFTH AVENUE AND THIRD STREET,
BROOKLYN.

so well for this town. The expectation that Dutch would again be made the official language for the former New Netherland was of course doomed to disappointment. It may be that William of Orange did not come up to their expectations in other particulars. For in September, 1696, we find a number of Bushwick men, combined with some from Brooklyn, engaged in decidedly riotous and seditious proceedings at Flatbush. They forced an entrance into the Court House, tore down the King's arms, and destroyed them after other despicable usage. Once and again citizens of Bushwick were arraigned for seditious language; one by the name of Uriah Hagell being charged

with an attempt at mutiny because he had proposed to two Brooklyn men to join him in a free fight with the militia while parading at Flatlands. It would seem though that the penalties adopted by the town authorities to inspire a terror of doing evil, should have had that effect more constantly. William Traphagen, in whom we recognize the first one to build and occupy a house in Bushwick, had so far forgotten himself as to call one of the magistrates a false judge. He was sentenced to appear before the court with uncovered head, to beg pardon of God and of the insulted justice, and to pay a fine of thirteen guilders. A little later, John William van Iselsteyn, in a moment of passion, abused with his tongue an honorable magistrate of the town, and then with more deliberate purpose wrote him an insolent letter, which William Jansen Traphagen carried to its destination. Iselsteyn was condemned to be fastened to a stake, with a bridle in his mouth, a bundle of rods under his arm, and a paper on his breast reading: "Lampoon writer, false accuser, and defamer of its magistrate." This was followed by banishment. Traphagen, too, was punished by being tied to a stake, and bearing the inscription: "Lampoon carrier." The people of Bushwick must have had as inveterate a hatred of militiamen as car conductors and motormen developed since the great strike of a later Brooklyn a few years ago. Hagell's proposed assault, nipped in the bud, yet punished, furnished an example for imitation to two women of this town, who in 1694 were indicted for having beaten and pulled the hair of Captain Praa while at the head of his company on parade.

There was an attempt made by Governor Nicolls to provide the Bushwick people with religious privileges, which was not at all appreciated by them. Without knowing, or else disregarding the fact that Bushwick was joined in ecclesiastical fellowship with the other Dutch towns, Nicolls proposed to send them a minister, and at the same time took measures to lay assessments for the payment of his salary. He wrote a very polite letter, breathing great concern for their spiritual welfare, in October, 1665, in which he broached his plan. An item occurs in the records that on December 27, 1665, a minister sent by the Governor preached at a private house. But no mention of his name is made, nor in what language the services were held. Yet this exercise was kept up for eight years, and a tax of one hundred guilders collected from as many as twenty-six persons. It is intimated by some historians that this forced arrangement, which could not possibly benefit people unacquainted with the English language and averse to the Anglican service, was only meant to put a little ready money into the pockets of the Governor's favorites. It was not till the next century that church history really began for Bushwick, as a separate organization.


From that rich source of information, the journal of the two Labadist travelers who visited New York and vicinity in 1679, already cited

in our previous volume (pages 76 and 77), we gather a number of interesting hints as to the condition of things in the Long Island towns after the English rule had been finally established. We learn from them that Coney Island served as a cattle preserve in winter time. Horses, oxen, hogs, were turned loose upon it, prevented from straying by the surrounding waters. There was enough for them to eat there, it is stated, and they found a sufficient shelter from the cold among the bushes. As the tourists went about from farmhouse to farmhouse in the various Dutch towns, they were hospitably received, and a royal abundance of eatables and drinkables placed before them. They were served with milk, cider, and tobacco, and alas! with "Kill devil rum." They speak of the fruit, and especially of the peaches, which here, as on Manhattan Island, loaded the trees to breaking. Here and there we can single out and identify a farmhouse which they visited. One of these was that occupied by Simon De Hart, on Gowanus Bay, at the foot of Thirty-eighth Street, better known as the Bergen House, and standing till within a few years. We gain a curious insight into the habits of the Indian at this time, and the relations between them and the white people. On the beach near De Hart's house our tourists once witnessed a regular Indian debauch; they were "all lustily drunk, raving, striking, shouting, jumping, fighting each other, foaming at the mouth." Some of the Indians, however, did not share in these proceedings, and had taken refuge with the women and children in De Hart's house, which, it seems, the savage rioters did not attempt to disturb. At "Nayack" the Labadists visited an Indian Long House, sixty feet in length and fourteen feet wide, occupied by several families, each with its own division and hearth arrangements. This Indian camp was near Mr. Cortelyou's house, where they were most frequently entertained. We read constantly of excursions to and from this house, and learn how Breuckelen looked, and what the roads were like. It took three or more hours to go from Cortelyou's to the ferry, and vice versa. Once they started at nine in the morning and arrived at the ferry at one in the afternoon; then there was a wait of three hours before they could be carried over. We have an account of the weather in February, 1680, which was as pleasant as May. We are horrified to learn that small-pox prevailed in the towns, yet these men went from house to house, as if no contagion were about. At one place where they stopped, two were dead in the house then, and three sick, and one had died the week before. We get pleasant glimpses of our friend, Jacques Cortelyou, who lived at Nayack, near Denyse's ferry, or Fort Hamilton. He talked Latin and French with equal ease. It troubled our orthodox tourists greatly to find that he was a "Cartesian," that is, a follower of Des Cartes, thus a rationalist, or agnostic, of that day. But it is rather hard on their own orthodoxy and that of the church in general that they were compelled to testify

in regard to him that while not a Christian by their standard, " nevertheless he regulated all things better by these principles (of reason and justice only) than most people in these parts do who bear the name of Christians." It is to be carefully noted that the Cortelyou house, of which an illustration is found on page 67, is not the one made famous by the frequent stays of the Labadists. The former was not built till twenty years after their visit, and is now no more. But the house of Jacques Cortelyou is still standing on the old spot, a small portion of it probably the same as it was in 1679, with additions to it built some time during the last century. It is now used by the officers of the Engineer Corps at Fort Hamilton as an office and store house.

CHAPTER IV.

APPROACHING THE REVOLUTION.

“HE Assembly which met Lord Lovelace,” says Bancroft, “began the contest that was never to cease but with independence.” The Assembly of New York met this Royal Governor in April, 1709. It was thus quite early in the century that affairs were beginning to shape toward the Revolution. And as the vicinity of New York City furnished half the counties (New York, Westchester, Richmond, Queens, Suffolk, and Kings) whose delegates made up the Assembly, that spirit presaging independence must have been quite prevalently astir in these regions. It has been so fully shown in the preceding volume how that particular Assembly came to take a stand so significant as to deserve the historian’s observation, that we need not here again go into the details. Two of the counties, however, wherewith we are mostly concerned in the present volume, about this time came near losing that identity which only the latest municipal absorption has been able to affect or destroy. In 1717 a bill was introduced into the Provincial Legislature to combine the counties of Queens and Kings into one, giving the larger territory the name of “St. George’s County.” It does not seem to have been brought to a vote, and certainly was not carried into effect.

At the beginning of the century, 1703, important changes were made in the town governments. It continually appears, as we read the history of these towns, that the people were accustomed to assemble frequently, and take up for discussion pretty much every matter of interest or importance belonging to the management of the town. Not only were these democratic gatherings—quite after the model of those of Athens of old.—content with electing their officers: they also undertook, within certain limits, to levy taxes upon themselves, and to enact laws for their own immediate locality. Prof. John Fiske calls attention to the fact that such town-laws have originated the familiar term “By-laws.” “*By*,” he says, “is an Old Norse word meaning town, and it appears in the names of such towns as Derby and Whitby, in the part of England overrun by the Danes in the ninth and tenth centuries.” While thus investing themselves with these powers, the towns of New York Province prepared for themselves a perfect host of officers. We have noticed the constable,

with eight, and later four overseers. But, besides, there were assessors and collectors of the taxes, the town-clerk, highway-surveyors, fence-viewers, pound-masters, and overseers of the poor. Now, in 1703, there was added the office of "Supervisor," and he was intended to be a sort of Chief Magistrate above all the rest. He was elected to serve one year, and the supervisors of the various towns of a county were to constitute a board to manage the affairs of the county, establishing thus a minor legislative or representative body. "The New York system," observes Professor Fiske, "is of especial interest, because it has powerfully influenced the development of local institutions throughout the Northwest." The principle established in 1703 was that only a town could have a supervisor. Settlements that had not yet attained the dignity or importance of a town could not have a supervisor of their own, but they were permitted to join their votes with those of some neighboring town in the election of a supervisor, and thus enjoy his services in their district. But, as we know, all the towns of Kings County were fully organized before this law went into force; the district of Flatbush called New Lots, however, was afterward set apart and erected into a town.

When acts offering nine shillings for killing a wildcat, and five for a fox, were passed by Colonial assemblies, the population of the county could not have been very formidable. A census of 1738 credits Brooklyn with the highest number—721 souls, and makes the total population of the county only 2,348, where now a million abide. A considerable proportion of this small number were slaves. But the slaves of the Dutch farmers were treated with kindness and consideration. There were no such outbreaks in the Long Island towns as frightened the citizens of New York in 1712, and again in 1741. It had become the practice of allowing slaves who wished to be transferred to other farms or districts, or who had to be offered for sale in settling estates, to select their own masters, and the last public sale of slaves where these conditions were not observed took place in 1773 at the Wallabout, when four colored people belonging to a deceased widow were offered at a public auction of her effects. Negroes were considered valuable farm-laborers, and usually living upon the estate of a family from generation to generation, a sense of family-ties and good fellowship grew up between masters and men, and mistresses and women, which furnished many affecting instances of devotion. Yet once in a while we notice in the newspapers of the day advertisements of runaways. When it came to that the master was naturally anxious to get his property back, for, according to an item dated 1719, while five cows, five calves, three young bulls, and two heifers were valued at only £20 together, a negro woman and her child were held to be worth just three times that amount.

The historian of Brooklyn labors under a great disadvantage in trying to present an account of the township of Brookland, or Breuck-

lyn, or Breukelen, as it was variously written, between the years 1700 and 1777 or 1783. The town records, so complete in other towns of the county, are entirely missing for that period; and thereby hangs a tale. On the corner of the present Front and Fulton streets, there stands a fine, tall, iron building, "erected in 1868," as it reads upon its front. With difficulty one can decipher, running along the top, the inscription, "Long Island Deposit Company." It stands entirely unoccupied, left stranded in the flow of business away from the Ferry, and up beyond the Bridge entrance and City Hall. This was the precise site of the house of John Rapalje, which was a substantial farmhouse, with a garden behind it reaching quite to the water's edge, a little inside the line of the present Water Street. The farm extended beyond or up to Sands Street, and quite a distance along the Strand toward the Wallabout or present Navy Yard. Now, as the Revolution approached, and men began to form opinions and to take sides, this John Rapalje decided that the mother country was right and the colonies wrong, and he became a stanch Tory. Yet he enjoyed the esteem of his fellow citizens. He had been their representative in the Provincial Assembly, and in the midst of the agitations that later embittered neighbors against each other, it was still said of him that "he had an honest heart, and never wronged or oppressed a Whig, or other man." It is a little doubtful whether his heart was altogether honest, to judge from one supreme act of wrong which he perpetrated against the whole town. As men's dealings became sharper on the outbreak of actual war, the New York authorities brought a bill of attainder against Rapalje, and he was banished to New Jersey, in the earlier part of 1776. After the Battle of Long Island, he returned to his home and property. For many years he had been assistant to Leffert Lefferts, of Bedford, the Town Clerk. When the British occupation of Kings County was secured by their victory in August, 1776, the loyalist, Rapalje, was appointed County Clerk, serving until the evacuation, in 1783. On that occasion he found it convenient to take refuge in England, where he settled in Norwich, and was partially reimbursed for his losses. On the return of the Americans to their own, Leffert Lefferts was requested to turn over the town records to his successor, but the former Town Clerk was compelled to declare under oath that they had been removed from his office by a person unknown to him. He was not quite unknown to Mrs. Lefferts, however. John Rapalje had come one day to the house, and told her he wished to remove the papers to a safe place. Being perfectly familiar with them, he secured the most valuable ones, and rode away with a bag full. These he took to England. Meanwhile, the State had sold his confiscated estate to the brothers Comfort and Joshua Sands. In 1810, a certain George (or William) Weldon, came from England with his wife, a granddaughter of John Rapalje, and these old records were in their possession. They engaged as



GOVERNOR ROBERT MONCKTON.

(Commanding the Army on Staten Island during the French and Indian War.)

counsel D. B. Ogden and Aaron Burr, and inquired if they could regain their grandsire's property. The lawyers advised them that the effort would be in vain. They then offered to sell the records to the town of Brooklyn for \$10,000. The town did not take up with

the offer. But what was worse, showing how stupidly indifferent the authorities of Brooklyn were, they did not take the steps that were perfectly within their reach, of compelling the return of these records without a cent of ransom. Back they went to England, and, since they had been proved valueless in regaining for the family the consecrated property in Brooklyn, it may well be supposed that no great care was taken of them afterward, and it is more than doubtful if they are still in existence.

A few items of interest have been gleaned from those papers which the "honest-hearted" Tory left behind him. In 1706 a census revealed that Brooklyn contained sixty-four freeholders. The real and personal estate in the town was placed at £3,112 in the same year, the tax on this being £41. In 1704 the town carefully laid out the road which man and nature together had already long made and utilized, from the Ferry to Breuckelen hamlet. It curved up the hill toward the left, and on top of the hill toward the right, as Fulton Street does now, and then by another turn swept past the site of the present City Hall till it ran up against "the ugly little church in the middle of the road." In the year 1745, and again in 1752, while the frequent pest of the small-pox was ravaging New York City, the Provincial Assembly held its sessions in Brooklyn. The house is described as one built of Holland bricks, standing between High and Nassau streets, on Fulton. It later was again distinguished as the headquarters of General Putnam during the Battle of Long Island.

Our information as to church matters is not so meager, as Mr. Rapalje did not lay his hands upon the church records. In 1766, a hundred years after the first building was reared, a second was put upon the same desirable spot, the middle of the road, compelling people to stumble upon the church if they should have failed to see it otherwise. This church remained here until 1810. It was more rectangular in shape, length exceeding breadth in good proportion, while a hip-roof gave more grace to the general appearance. At the southern extremity of the ridge rose a small belfry, "stuck on," of course, and not "growing" out of the architecture of the rest of the building. The front faced southward. There was felt in the church of Brooklyn, as elsewhere in the old Dutch settlements of New York Province, the baneful influence of the controversy between the party that wished to establish the Reformed denomination upon a separate American basis, and those who, for more than a hundred years after the English conquest, still insisted that the Dutch churches must be dependent upon, and subordinate to, the ecclesiastical authorities of Holland. Here, as elsewhere too, the abstract question took concrete form in the opposing factions calling rival ministers. In the Long Island towns Domines Freeman and Antonides were thus unhappily pitted against each other, of which more anon. As a result of these troubles, the Episcopal Church in New York was replenished by some

of the best Dutch families, as the names of her Bishops, ever since the Revolution, abundantly show. It was doubtless this which stimulated Trinity Church to begin an organization under its auspices in Brooklyn in 1774, although even before this, in 1766, an Episcopal society is said to have existed there.

There was a proposition laid before the Governor and Council, in January, 1709, to add another ferry, so as to facilitate intercourse between the two islands of Long and Manhattan. Cornelius Sebring, one of the Red Hook settlers, wished to establish a ferry between that section of Brookland and a point nearer the heart of New York than the other ferry touched. But the city corporation would have none of it, and the Council heeded its remonstrances. It was not till 1774 that the old ferry was supplemented by another, and that only for a short time. This second enterprise plied between the foot of the present Joralemon Street and Coenties Slip, and it was called St. George's Ferry. In 1776 it had already ceased to exist, its buildings burned to the ground, perhaps as a war measure. In 1723, and again in 1763, a curious division in the lease of the ferry was made, one party renting the east, or Long Island side, and another the west, or New York, side, and for the east side three times as much rental was paid. In 1721 the old road laid out in 1704 was the cause of some counter accusations and litigations between neighbors near the Ferry. The brick tavern and John Rapalje's house were both said to encroach upon it. As a remedy for these disputes the Council of the Province passed a law, defining the exact measurements of the "common road, or King's highway," between "Breuckland" and the Ferry. This was to remain a road "forever." But there was some apprehension that the increase of traffic might cause a congestion of vehicles near the ferry-landing. Such has certainly arrived in later years, and even now, with the drift of business away toward the entrance of the Bridge, the collection of cars at the ferryhouse is confusing enough, and not without peril to life and limb. To provide against a "jam" at the landing, the road near it might be widened, after a jury had decided on the value of the property to be purchased for that purpose. The town never got so far as that, however, and other ferries relieved the strain upon this. Besides the ferryman and John Rapalje, other people began to find it convenient to put up dwelling houses and reside in the vicinity of this only means of transportation to the capital of the colony. On a map of 1766-7, both sides of the road from Sands Street down have rows of houses pretty close together. Shops were to be found here, one, Edward Joyce's, advertising for sale a balsam which was a prime remedy for coughs and colds, and acting with equal potency upon ulcers and wounds. The monotony of life was diversified here also in 1768, by a robbery committed at the house of the Widow Rapalje, who must have been John's mother. A neighbor's negro, Mr. Garret Middagh's—a name not yet forgotten

in this vicinity, as it is borne by one of the streets—had committed the deed, and he was hung for it at Flatbush, a penalty which then was meted out to whites and blacks alike for the crime of theft. On the Heights, Columbia Street, between Middagh and Cranberry streets, a spot called Tower Hill at that day, one John Cornell had in 1774, opened a house as a tavern. But he evidently took no risks on stocking it with drinkables, for parties who wished entertainment were instructed to bring their own liquors. A better indication of the kind and number of inhabitants gathering at the ferry is the fact that in the newspapers of the city across the river advertisements are constantly appearing in the years before the Revolution, showing that school advantages were earnestly sought and provided by the people. In 1749 one John Clark recommends himself to the public as a teacher at the Ferry on "Nassau Island," his branches including French and Spanish. He would take scholars to board. In 1763 a combination of three men, representing districts so comparatively wide apart as Wallabout, the Ferry, and Red Hook—Aris Remsen, John Rapalje, and Jacob Sebring—made for themselves the honorable record of hiring a recent graduate of Yale, Punderson Austin, A.B., to teach Greek and Latin at the Ferry as the most central of the three. One antiquarian of Brooklyn tells us of the location of a schoolhouse somewhere on the slope of the hill between the present Doughty and Willow, and Hicks and Columbia streets. Before the Revolution it had for teacher Benjamin Brown, a Connecticut man, and patriotic in his sympathies. He had nineteen scholars at one time, but there was no keeping school when the British came, as the schoolhouse stood right within the lines, Ft. Sterling being within a stone's throw of it.

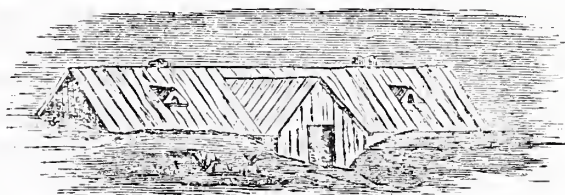
Of the other sections of Brookland township which were the nuclei of greater things to come, Wallabout and Gowanus, the former emerges from the happy condition of states which have no annals, by reason of some notices of the experiences of Mr. Aris Remsen, whose interest in education we have just indicated. He was the owner of a mill—turned by the tide, of course—and on November 5, 1761, it was totally destroyed by fire, together with a large quantity of grain in it. He was also the owner of negroes, as all men of substance in the colony were in those days, and his appear to have had a great propensity for running away. In 1764 one was thus advertised, who, it would seem, must have been easily identified. His apparel consisted of a Scotch bonnet, short, wide trowsers, and half-worn shoes with steel buckles. He was apt to get drunk, and then he would stutter. As his stuttering could be produced in good English, French, Dutch, Spanish, and in "a little of other languages," one would hardly be likely to pass him in the street without looking a second time, or stopping to listen to this emission of Babel sounds from his hesitating lips, which must have been unique and overwhelm-

ing. It is a pity no phonograph was in vogue in those days. Gowanus furnishes the annals of the ante-Revolutionary times with the account of a bear hunt in 1759. It was on a Sunday that Master Bruyn walked past the house of Cornelius Sebring, near Red Hook, and took the water when he reached the banks of Buttermilk Channel. The sacredness of the day did not prevent Mr. Sebring offering chase in a boat as the beast deliberately proceeded to swim across the Bay. His man's shot missed the bear, but Sebring himself had better luck, and killed the quarry. Sebring had erected a mill and dammed up an inlet to catch the water at high tide, as Brouwer had done at the head of Gowanus Creek. In 1709 the historic "Yellow Mill" was put up by Adam and Nicholas Brouwer, the sons of Adam, of Brouwer's Mill, also soon to become historic. It was later called Denton's Mill. It utilized a bay or cove formed by a branch of the creek running westerly, and the mill stood about on what is now First Street, between Second and Third avenues.

The memorable *Assembly* which Bancroft mentions as meeting Governor Lord Lovelace in 1709 was the only one the unfortunate nobleman did meet. As we saw in our previous volume, he died very soon after that. The senior member of Council, and the President by virtue of that seniority, was Dr. Gerardus Williamson Beeckman, a native and townsman of Flatbush. As President, he became Acting-Governor until the arrival of the next Governor, General Robert Hunter, who did not appear upon the scene until the next year, 1710. It was felt as a proud distinction by his fellow-townsmen. In the year 1749 Flatbush was gratified by the erection within its bounds of a handsome Manorial Hall, which more recently bore the name of Melrose Hall, and was removed from the eyes of lovers of antiquity only a few years ago, although the noble avenue of trees leading up to the front door has still some remnants of its glory left. It must have looked very imposing amid its earliest surroundings, with nothing to rival its grandeur but the low-roofed, one-storied, substantial Dutch farmhouses. Gilded drawing-rooms, wainscotted halls, endless and mysterious closets, panels, and secret doors and passages galore—all lent a weird charm heightened by tradition to the building. It seems to have been arranged on a prouder scale even than the Walton house, in New York, built a few years later. An Englishman of the name of Lane was the original owner; in the time of the Revolution we shall find it in the possession of another, prominent in the counsels of the enemy. During the winter of 1757-8, the County Courthouse was greatly damaged by a fire in one of the adjoining and auxiliary buildings. A new Courthouse was therefore built the next year, with a jail included under the same roof.

During this century Flatbush began to be a center of learning, a proper culmination of the movement being found in the seminary established here before its close. Gradually the government lan-

guage was making its way in the Dutch towns, and seven years before the first English pastor was called to the Reformed Church of New York, the people of Flatbush were engaging a teacher to instruct youth in English as well as Dutch. In the *New York Post Boy* for April 17, 1758, appeared an advertisement saying that there was wanted at Flatbush a person qualified to teach reading and writing in both Dutch and English. At the same time "such another person" was desired for the New Lots; but if that was too much to expect, and he could only teach reading and writing in one language (which was doubtless the Dutch), then he might still have good reason to hope for an engagement. Matching the superior advantages of a classical education provided by the enterprise of the denizens of Breuckelen, ten years before, we find that in 1773 Flatbush had caught up with its neighboring town, being a grammar school advertised kept by a Mr. John Copp, who undertook to teach Latin and Greek. To induce boarding-scholars nothing is said of treacle or gingerbread, but that they should have the advantage of being taught geography during the long winter evenings, with an indefinite mass of instruction left to the imagination, being vaguely described as "many other useful particulars that frequently occur to the teacher." Boarders would certainly get their money's worth at Mr. Copp's. The Dutch language, it seems, long held its own in the schooling of the village. One authority says it was not till 1776 that English was taught exclusively. In a charming picture of social life at Flatbush in 1776, given by its historian, Mrs. Vanderbilt, we are made to see how only exceptionally bright children got away from the exclusively Dutch education, even after English was taught side by side with it.



HESSIAN HUT.

A hint has already been given of the troublous times in the church life of the Dutch towns during this 18th century. At the beginning of it the Rev. Bernardus Freeman was called from Schenectady to succeed Domine Lupardus, who had died in 1701. The elders asked permission of Governor Cornbury to make this call, and thereby they mortally offended the Dutch congregation, who wanted no interference or recognition of the authority of the English Government. At an indignation meeting at Flatbush the elders were deposed and others elected. Then Freeman acted indiscreetly in being too anxious to come, and finally, after he had come in spite of all opposition, the faction against him called another minister, the Rev. Vincentius Antonides, who arrived directly from Holland in 1706. Now, indeed,

a formidable church fight was on, with two spiritual leaders to head the charge on either side. An attempt was made to divide the duties of the ministers among the many congregations constituting the parish, one plan proposed more than once being that Domine Freeman should confine himself to New Utrecht and Bushwick, while Antonides should have the three central towns and Jamaica, which had been added to the churches in 1702. But Freeman wanted to have Flatbush also, to which he was originally called, and Antonides would not consent to any alternative preaching with him there. It was not till 1714 that all was peace again, both Domines taking up their residence at Flatbush, and dividing preaching turns between them in all of the original five towns and Jamaica. Freeman died in 1741, and Antonides in 1744. After their demise there still were agitations and differences, but these grew out of the more abstract question as to dependence on or independence of the Church in Holland. It appears, however, that the practice of having two ministers, into which these Long Island towns fell almost accidentally, was found to be so useful, in view of the many districts to be served, that it was kept up till the Revolution. Thus we find Arondeus and van Sinderen the pair that succeeded Freeman and Antonides; then Curtenius with van Sinderen, and when the former died after an incumbency of only one year, Rev. John Caspar Rubel occupied the position with Domine van Sinderen, till the Revolution disturbed all the arrangements of the Dutch Church on Long Island. Rubel had had no very savory career in the German Reformed Church, where he fomented strife and division in the church of Philadelphia. He wrote but very indifferent Dutch, and his speaking of it could not have been the most correct or elegant. The evil in his make-up finally came out in cruelty to his wife and in drunkenness, for which he was deposed from the ministry in 1784. When the Revolution was approaching, the two ministers were divided in sentiment, van Sinderen being a strong advocate of independence, and Rubel a violent Tory. He remained at his post during the occupation of the British, and affiliated quite too freely in coarseness and drink with the Hessians.

Flatlands participated in the disturbances of church life, but otherwise not much falls to be noticed. In 1705 a new part of the town was divided into lots, and thus the Flatlands Neck district received regular settlement. In 1715 a militia company was formed in the town, of which Roelof Terhunen was made captain. On Flatlands plains the militia of the other towns were wont to gather for their drills. A record states that in 1755 there were twenty families who kept slaves; of these, one had four, two owned three, the remainder one or two each. The church was repaired and enlarged in 1762, or a hundred years after its erection, the quaint octagonal shape being now changed. Three of the sides in front were broken out, and only the rear left in the original form, the front portion being made

rectangular; the enlarged auditorium furnished one hundred and fifty "sittings." A sitting, or pew, or bench, went with a family's farm, descending by inheritance.

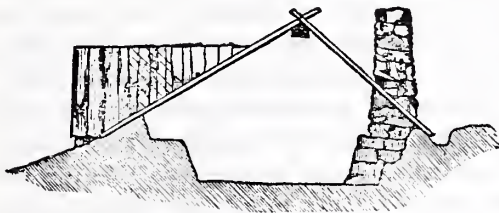
Of New Utrecht we need only say that for a while it seemed as if separate church government, with a pastor of its own, was about to be realized when Domine Freeman was installed there as pastor, but this was not to be for several decades thereafter. The negroes of New Utrecht showed some inclination to turbulence in 1706, so that, in apprehension of an outbreak, a governor's proclamation gave the inhabitants the privilege "to fire upon them, kill and destroy them, if they can not otherwise be taken." Perhaps this was enough to keep them in order. During this period Denyse Denyse, living almost on the spot where Fort Hamilton is now, established a ferry across the Narrows to Staten Island. Hence this section of the town came to be known as Denyse's Ferry, and one milestone at least near the present church indicates a distance of two and a half miles from "Denyse's Ferry," and marks the general direction of the road toward it. Shad fishing was an important industry, the Cortelyous naturally engaging in it, living as they did near the Bay. In 1749 their seines caught nine thousand of the luscious fish.

In regard to Gravesend, it is mainly worth while to note the beginning of the history of a Dutch church in the town. That there should finally have sprung up such an institution in this intensely English settlement, and that, too, nearly a hundred years after the English conquest, is certainly instructive. It indicates the persistence of the Dutch character not only, but its power to impress itself upon a region where it prevails. When Domine Freeman, in the earlier years of the controversy, was naturally thrown back more upon his own vicinity at New Utrecht, he began preaching in this neighboring town. There soon grew up some sort of organization, for from 1706 on there are accounts preserved of payments to Mr. Freeman in the way of salary. After harmony was established between Freeman and Antonides in 1714, both names appear in the records, and thus Gravesend became a part of the collegiate arrangement of the churches of Kings County. There is a dispute as to when the first church was erected. One authority claims the date to be 1720, because certain deeds in that year speak of a property bounded "southerly by ground whereon the meeting-house stands." But we must not forget that Gravesend was once the "Mecca of Quakerism," and hence the meeting-house may have been used by that persuasion. Yet, if so, it might also have been turned over to the new—and now really first—church organization. At any rate, a second building was put up about 1763, which year was also signalized by another advance movement in church life. The collegiate partnership in even two preachers gave any individual church, with six or seven others, but little of a pastor's attention. So in 1763 Gravesend

separated from the rest, and called the Rev. Martinus Schoonmaker. He was a native of Ulster County, N. Y., and had pursued his theological studies in this country. He received his license to preach in the same year. But curiously enough he was also called as pastor of the Harlem Church. He could therefore have given but one Sunday alternately to his two charges, as it took the greater portion of a day to get from Harlem to Gravesend in those times. After the Revolution Schoonmaker became pastor of all the Kings County churches, with one or two Queens County congregations thrown in.

The history of education in Gravesend began in a quite business-like manner by the formation of a company of nineteen persons. These purchased an acre of ground, upon which stood a house, and these were to be devoted forever to the purposes of public instruction. The deed for this property is dated April 8, 1728. It was within the bounds of the original town-square. The house was like so many in the Dutch towns: one story frame, and it served as a school for sixty years.

Only brief glimpses of history come to us from the annals of Bushwick in the days that preceded and presaged the Revolution. We see



HESSIAN HUT—SECTION.

here, as elsewhere, a church go up in or about 1708, on the site where stands the present one, opposite Conselyea Street on Humboldt Avenue. Back of the property, still in the green sward, with one or two antiquated auxiliary buildings, we perceive a narrow, crooked street.

which a little further to the left soon resolves itself into the native earth and wagon tracks of the old road leading to Newtown Creek, which comes into view as we follow its bent course, and ascend a slight elevation not far away. The church was of the regulation kind: octagonal, pointed roof, belfry atop, rooster and weathervane above that. It was of frame instead of stone, as some others were. On the same lot stood the old schoolhouse, at the rear, and facing the lane described above. On the opposite side of the lane rose the town house, not a bit more imposing than the other buildings. In front of it were inflicted those penalties upon evildoers and lampoon-writers and bearers spoken of above. The thrifty townspeople rented it as a tavern, which was as handy for the civil authorities as for the ecclesiastical, for the domines, as well as the elders and deacons, believed in a "nip" or two to fortify them against the afternoon sermon, which was an exposition of the Heidelberg Catechism. The custom of preaching on the Catechism, though still required in the Dutch churches of Long Island, has now fallen into an "innocuous desue-

tude," and who knows but this is due to the absence of the fortifying "nip" of older days, which is no longer correct for church dignitaries. We can not refrain from adding an incident of colonial days, which will relieve somewhat the dull, prosaic dinginess of the present surroundings, if we can induce any reader to remember it when he visits the place where Bushwick village once was. In the early part of the century, under Cornbury and under Lovelace, there were continual requisitions of men made upon the towns for expeditions against Canada, though these attempts were uniformly abortive. Now Peter Andriessen, of Bushwick, a fine young fellow of brains and means, was about to be married to the daughter of John Strycker, of Flatbush, but before the wedding-day arrived, he resolved to enlist, and in spite of tears and entreaties he went away to the North. As time passed his bride remained faithful, but months lengthened into years, and Andriessen did not return. Giving up hope at last that he was still alive, the bride-to-be languished and died. On the very day she was buried the faithful swain returned. He had been held all these years in captivity by a tribe of Indians, and, on being liberated, had hastened to claim his beloved. It were well if the mantle of Jacob Steendam, poet and early colonist of Bushwick, had fallen upon some later inhabitant, to celebrate in verse so thrilling a tale of real life.

And now the Revolution was close upon the land, and even the rural districts began to feel the stir of the storm. In 1770, the anniversary of the repeal of the Stamp Act was celebrated in the towns. Whig and Tory began to take sides, and the division ran often between family relations and even households. Plenty of Tories were found in Kings County, but there were not a few ready to do battle for independence. Early in 1775 a call came from the New York Committee of Correspondence for the Counties to elect delegates to a Provincial Convention to be held in New York City on April 20. On April 15 a committee of delegates, chosen by the towns of Kings, met at the Courthouse in Flatbush; all but Flatlands were represented, and it sent word that it "would not put a negative on the proceedings, but chose to remain neutral." Simon Boerum was made chairman, and the committee chose as delegates to the Convention: Simon Boerum, Richard Stillwell, Theodorus Polhemus, Denys Denice, and Jeremiah Vanderbilt, to go over to New York on April 20, and in the Convention there to choose delegates to the Continental Congress, called by the Congress of September, 1774, to meet in May, 1775. Between that 15th and 20th of April, came the 19th and Lexington, and on the 23d the news of Lexington had come to New York City. The Convention had adjourned on the 22d. Thereupon the Committee of Correspondence by circulars requested the counties to choose Deputies to a Provincial Congress to meet on May 24, 1775. At that Congress a Long Island man, Nathaniel Woodhull, of Mastic, Suf-

folk County, was elected President in August, 1775, and again in July, 1776. He was already Brigadier-General, commanding the militia of Suffolk and Queens Counties. But while a Long Island man from Suffolk was thus honored for his patriotic zeal, to which he was to fall a martyr shortly, Kings' deputies had to be admonished for their apathy and irregularity in attending Congress at all. Disloyalty to the colonies, or loyalty to the King, were quite too pronounced, and may have had something to do with Long Island being chosen for the point of attack en route to New York City. Flatlands had pleaded for neutrality at the County meeting in April. Flatbush announced the intention to maintain such at the meeting in May. The infamous plot to capture or poison Washington after he had come to New York in April, 1776, was hatched to a great extent at Flatbush. David Matthews, later the Mayor of New York during the British occupation, who, as we saw in the previous volume, was arrested for complicity in that nefarious business, resided at Flatbush, next door to Colonel Axtell, who had bought the Melrose Hall property. Ninety-eight persons were charged with having had a part in the plot, and of these fifty-six lived in Kings and Queens counties. Going back and forth between the city and his country-seat at Flatbush, Matthews was the most convenient instrument of communication between the fomenters of the plot on Long Island and their accomplices in New York. The exposure of the conspiracy did not tend to decrease the ill-feelings cherished by the patriots toward the all too generally loyalist population of the Dutch towns. It is incomprehensible why these descendants of the men who fought for liberty during eighty years should have been so greatly out of sympathy with a kindred struggle to which their American brethren were largely stimulated by the example of the Dutch Republic. They had certainly never felt or exhibited any great affection for their English masters or fellow subjects. Yet now they were in many cases prepared to make common cause with them against independence. It must have been the inertia of conservatism, superinduced by the easy prosperity of their bucolic life and pursuits.

CHAPTER V.

THE BATTLE OF LONG ISLAND



THE first battle for Independence was the Battle of Long Island. Only then had Independence become an issue. The Boston Port Bill, the investment of Boston by a body of troops, were in punishment of Massachusetts for her stand regarding the importation of tea. The Boston Tea Party of December 16, 1773, was regarded as an act of overt rebellion. The Battle of Lexington was the opposition to a military investment that aimed to embrace the province. The attempt to seize the military stores at Concord, and its resistance, were both acts of war. But after Bunker Hill, and even after the evacuation of Boston, the purpose of Independence had not yet so shaped itself but that with proper management and a reasonable king, reconciliation might have been effected. The purpose of the British government had been only to punish Massachusetts. They had not foreseen that the whole country would rise in resentment. The military punishment had led to the revelation of a new situation. The boldness and effectiveness of the resistance showed a people who seemed ready to become a nation. The king and ministers now for the first time saw what they had on hand: not chastisement, but subjugation; not a demonstration of force, with a sharp blow or two here and there where demonstration was not enough to overcome; but a serious war, requiring the full exercise of England's power by land and sea. And on the other hand, the logic of the situation had forced the colonies to face the question of nationhood, that is, of Independence. In June, 1776, that problem was squarely propounded; on July 4, it was announced to the world that the issue had been accepted. Washington, in the general order calling the troops together on July 9 to hear the reading of the Declaration, called attention to the fact that the struggle of the soldiers had now assumed a wholly different phase. And the first time they confronted the enemy under the consciousness of this altered condition of things, in the noble hope and with the brave purpose of Independence for their country, the creation and establishment of a new nation; was at the Battle of Long Island, as here they fought and died and bled in the trenches and marshes, upon the hills and amid the woods that were later covered by the prosaic brick and mortar

of the City of Brooklyn, or that are still left with the touch of nature upon them in her beautiful parks and famous cemeteries.

For that heavier blow which England now intended and saw must be struck to retain her authority, the very center and heart of the American Colonies was selected. It needed no scout or spy to tell Washington that after Boston the British army would attack New York. And he made his arrangements accordingly. The question only remained: how would they direct their assault? By water, there was nothing to oppose the enemy's navy. Yet they could hardly be expected to rely on that arm of service alone. If a land attack were contemplated, the closest approach to the city was only possible from the Long Island quarter. Besides, it was well understood by the British authorities and the commanders that there was a strong Tory element in the counties immediately adjoining the East River. From that side an attack was therefore to be expected and must be provided for.

The line of defense on Long Island suggested itself by the convenient topographical conditions existing between Wallabout Bay and Gowanus Creek. As we stand in the midst of the houses and streets of the later city we can not realize these conditions nor their adaptedness to military defense. Yet a glance at the map, and a careful observance of elevations and grades here and there will bring the ancient state of things back sufficiently to appreciate the earlier situation. As before remarked, it is not so much of a walk from the Navy Yard along Hudson Avenue and Nevins Street, to Union Street. The general line of trenches and breastworks ran southwesterly at no great distance anywhere from these two thoroughfares. The exact point where the entrenchments crossed Fulton Street could, until lately, be identified by the quaint little retreat called "The Abbey," its site being occupied now by the Montauk Theater. Stretching out to the most considerable easterly distance from this line were the works on the present bold elevation known as Fort Greene. It was called Fort Putnam then, and was indeed a very commanding position. Looking out toward the country, the view would sweep clear to Bedford and beyond. To the right the whole remainder of the lines could be observed, and the approach of the enemy detected. From the rear the supplementary forts on the heights, and the part of Manhattan Island above the then City of New York would come within the circle of the vision. A square or "oblong" redoubt or blockhouse guarded the line at Hudson and DeKalb Avenues. Next came Fort Greene, a small inclosure planted with cannon, equidistant from the Jamaica Road (Fulton Street), and Brouwer's Mill, at the head of Gowanus Creek. Near the latter point, thus the extreme right of the American lines, and the southerly end, stood Fort Box, a little stronghold with a battery, on a hill between Smith and Court streets, near First Place. Issuing from their trenches at this extremity the troops would

march down toward the mill, and find the causeway that made the mill pond, with its bridge, if kept intact, very convenient for sallies and returns. A few hundred yards further down was the Yellow Mill, utilizing a lower branch or bay of Gowanus Creek as a mill pond. Here was another causeway and bridge, serviceable for the passage of troops. We have elsewhere stated that Brouwer's Mill stood on what is now Union Street, between Bond and Nevins streets. The "Yellow Mill" was located, in modern terms, on the northeast side of First Street, if it were cut through to the canal, between Second and Third avenues, if the former were more than a street on paper. It is well to bear in mind the location of these two mills, for they figure in the most thrilling episode of that eventful day.

Inside of these defenses were again three fortified positions. One was Fort Stirling, upon the bold bluffs immediately above the Ferry, on what is now Columbia Street, between Orange and Clark streets. A second, almost due south, occupied the elevation which the transformations of city life have not yet disguised on Atlantic Avenue, where Clinton Street crosses it. Here, then, was a small steep hill familiarly known as "Cobble Hill." The intervening country between the two strongholds could be raked by the fire of each. Lastly, at Red Hook, was a covered battery intended to intercept the passage of ships through Buttermilk channel. Fulton Street to Red Hook Lane, and the latter, as it then ran, gave convenient access to and communication between these three inner positions. Outside the lines nature itself had thrown up bulwarks against the coming foe. These were the wooded hills, whose slopes are still so easily discerned in various sections of Brooklyn; in South Brooklyn, from Eighth, or Ninth Avenue, Greenwood and Prospect Park, down toward Third Avenue; along Flatbush Avenue, from the Plaza down; and toward Bedford in the long ridge of Sackett Street Boulevard, or Eastern Parkway, which slopes down toward Flatbush and New Lots on one side, and back toward Fulton Avenue on the other. These formidable hills no assailant would dream of attempting, if well beset with troops. But there were three or four passes which invited special attack, and which, if taken, would give access to the inner lines. Beginning on the enemy's left as he approached the American army there was first the Gowanus, or Shore Road, leading along the shore of the Bay. It also communicated with the interior country, or New Utrecht, by Martense's Lane, a gorge in the hills just south of Greenwood, which made its junction with the Shore Road about where Thirty-fifth Street is now. On this lane, between where Fourth and Fifth avenues are now, was situated the Red Lion Tavern. The next passage to be guarded, or forced, was Flatbush Pass, now called "Battle Pass," in Prospect Park. The road which is now Flatbush Avenue did not go straight up the hill as it does now alongside the Park. It passed into the latter where

the Flatbush entrance is now, and a short distance within, as we follow the drive to the right, we can see where it wound through a valley between the hills on the left, on which the Park's slight attempt at a menagerie has perched itself, and the elevations on the right, which then reached their greatest height on Mt. Prospect, on a spur of which commanding the valley stood a small redoubt. A third passage was called the Bedford Pass, where the Clove Road boldly entered the hills from Flatbush, and descended on the other side into Bedford village, between the present Nostrand and Bedford avenues. There was a fourth, the Jamaica Pass, far to the east, through which the Jamaica Road wound its way inside of the hill country.

These defenses had all been carefully planned and occupied, and the whole situation carefully studied by Gen. Nathanael Greene, who won such fame later by his masterly tactics in the Southern campaign. While the movements of the enemy were still uncertain, Washington was cautious about sending too many troops across the East River. But when it was finally clear that Long Island was to be the object of their attack, he sent all the men he could possibly spare. The number nominally at his disposal amounted to nearly twenty thousand, but those actually fit for service in and about New York did not count more than ten thousand, and seven thousand of these were concentrated behind the works on the island. To oppose these limited numbers the British brought over an immense army, the largest that figured in any battle of the Revolution before or after. As was stated in our previous volume, General Howe had collected on Staten Island a force of more than thirty-three thousand men. Of these, nearly twenty-five thousand were in actual condition for battle. On August 22, 1776, under cover of the fleet under Admiral Howe, his brother, fifteen thousand troops, commanded by Generals Clinton, Lord Cornwallis, Lord Percy, and Grant, were carried in transports from Staten Island and landed in Gravesend Bay, on the territory of New Utrecht. The old Cortelyou house at Nayack, a hundred years old then, and standing yet just around the corner from Fort Hamilton, witnessed this portentous invasion of the enemy. From its porch the whole semi-circular sweep of the Bay is seen at a glance, and from a point immediately opposite the house, nearly around to the line of Gravesend the transports landed their cargoes of gaily uniformed soldiers, the bluff at the Fort gradually sloping down to the level of the beach to the left of the old dwelling. General Grant's division camped in the vicinity of the Narrows, at equal distances to the right and left of the Cortelyou place. Lord Cornwallis's division marched straight upon Flatbush along the New Utrecht Road and encamped there. The remaining forces under Percy and Clinton, with Howe in chief command, followed the King's Highway past the then New Utrecht Church, and the de Sille house, and, rounding the present site of the church, went on to Flatlands. The troops extended their lines along

all the roads, maintaining constant communications between these villages. The landing of the British had been perfectly unmolested. Between the New Utrecht Road and the Shore Road one can easily see to-day that there stretches a decided ridge. This was a range of wooded hills at this time. Upon its extremity near Fort Hamilton was stationed a single regiment, Colonel Hand's Pennsylvania riflemen. He, of course, retired through the cover of the woods, yet making excursions so far as he dared, to destroy the standing grain on the farms, and thus reduce the supplies of the enemy. General Woodhull, commanding the militia of Queens and Suffolk, had also been active in driving all available cattle away before the approach of the enemy, and he was now at Jamaica, waiting for further instructions. Three days after the landing of the English troops, five thousand Hessians were landed in the same spot, nearer the Gravesend line. They were commanded by General De Heister. This made twenty thousand troops ready for battle under Howe's command on the island. The Hessians marched through Gravesend and so along the King's Highway, through Flatlands to Flatbush, where they were ordered to take the place of Cornwallis's division in holding the place. There was great commotion in the quiet old towns among the farming people. It was a beautiful summer's day when the British landed, and as the troops advanced many a family put all their movable belongings upon the clumsy farmwagon, and drove away with their best team hitched before it. They came back mostly to houses, barns, and crops burned by their fellow-countrymen, or leveled and ruined by the artillery or the tramping of contending hosts.

Obviously, it was not within their intrenchments that the Americans were going to await the attack of the invaders. They must be kept on the other side of the bold hills so easily defended. Indeed, the problem simplified itself merely to the proper guarding of the few passes that have been mentioned. Colonel Knowlton and his Connecticut Rangers, soon to be immortalized on Harlem Heights, were stationed at the Flatbush Pass, with three other regiments,—a Massachusetts, a Rhode Island, and a New Jersey. On the Gowanus Road were placed Colonel Hand's regiment, Altee's Pennsylvania infantry, another detachment of Pennsylvanians, and some New York troops. At the Bedford Pass were two Connecticut regiments, while a little eastward of the same was posted another Pennsylvania regiment under Colonel Miles. The general command of all the forces was to have been General Greene's, but just at this time he was dangerously ill of a bilious fever, hence another must needs take his place, and General Sullivan was selected by Washington. Sullivan does not seem to have been a man of the steadiest judgment. He knew very little of the topography of the region to be defended, and he can not have studied it with great assiduity after his appointment, for it would seem as if

scarce five minutes' poring over a good map would have sufficed to reveal the peculiarities of a situation so striking and demanding concentration of attention upon so few strategic points, and yet he failed to seize one crucial point in the situation. But Sullivan did not command on the day of battle. Washington spent all of the 26th reconnoitering and examining the defenses, and probably some defect in the arrangements led him to send over General Putnam, who, as senior officer, superseded Sullivan. It is said in some papers bearing on the events of the fateful day that attention was called to the vital spot at the east which was neglected, and whose neglect made defeat so signal and so complete. But the blame has not yet been finally fixed in the court of history, and we certainly are

glad enough to leave the vexed question without argument here.

The plan of attack of the British was threefold. General Grant, with about six thousand troops, was to advance along the Gowanus Road. De Heister, with his five thousand Hessians, was to move from his position at Flatbush upon the Flatbush Pass. Cornwallis, Percy, and Clinton were concentrated at Flatlands in Howe's immediate vicinity, for another movement eastward. General Grant was to make the first attack, to be followed shortly by the opening of hostilities on the part of the Hessians. It may be remarked here, in explanation, if not in extenuation, of the cruel-



GENERAL ISRAEL PUTNAM.

ties perpetrated by the Hessians this day, that they had been told by the English soldiers that the Americans had declared that they would give no quarter to the Hessians.

Grant's division began its march about midnight, part going along the New Utrecht Road and Martense's Lane, part along the bay shore. As the two met at the Gowanus Road, near the Red Lion Tavern, some of Altee's regiment stationed there slowly retreated before the unknown force. The pickets that had been driven in had brought the news of the enemy's approach to General Putnam, whereupon he hastily sent General Stirling with two of the best regiments to oppose the foe. Lord Stirling was the son of James Alexander, the lawyer, who became famous in the Zenger case. William Alexander imbibed his father's notions of independence, and threw in his fortunes with the patriots. In some way he became the titular or actual

successor of the Earl of Stirling in Scotland, whose ancestor had been given the patent of all Long Island by Charles I. As Stirling chose the patriot side, his succession was never allowed in Great Britain, but the patriots industriously used the title, and plain William Alexander was always Lord Stirling to them. He was the father of those charming ladies, Lady Kitty Duer and Lady Mary Watts, of whom mention is made in all accounts of society in the early days of the Republic. The regiments he took with him on his errand of peril and glory were Hazlett's Delaware and Smallwood's Maryland. At about Twenty-third Street and Third Avenue, they met Atlee's slowly retiring Pennsylvanians. Lord Stirling then fell back a little further and disposed his small force on the slope of the hill from Third Avenue toward Greenwood, and between Eighteenth and Nineteenth streets. Atlee's men were posted on the right, almost resting on the Bay, which here comes up nearly to Third Avenue. Stirling himself was on the high ground. Here Captain Carpenter was stationed with two field-pieces. As the British vanguard came near enough to make the fire effective, Atlee's regiment gave them two or three volleys, which thinned their ranks amazingly and made them pause in their advance. As daylight increased, Carpenter got his two cannon into a good position on an eminence facing Battle Hill in the cemetery. Now began what a military expert calls a fine artillery duel. The American gunners, with their two pieces, displayed such skill and alertness, that Grant's forces suffered very greatly, and were effectively held in check, although Stirling had scarcely fifteen hundred men to oppose the six thousand of the enemy. Atlee's men, whose place had been taken by Kiehline's riflemen on Third Avenue, were moved to the left of Stirling on the high ground, and here on Battle Hill, just within the cemetery bounds now, they fought with such vigor and address that the British were fain to abandon that advantageous position. What with Carpenter's work, Kiehline's riflemen at the bottom of the hill, and Atlee's at the top, Grant, with all his superiority in numbers, withdrew to some of the hills southward, where his men enjoyed the shelter of the woods. Yet it caused some surprise to Stirling that he made no more vigorous push than he did. At about 8 a.m. hostilities here had almost ceased, as the enemy did not seem inclined to continue the fight. The explanation of the strange apathy was at hand.

Meantime the Hessians had begun the attack from Flatbush. To the American regiments here posted Hand's Pennsylvanians had been added. They took a position at the redoubt on the spur of Mount Prospect, commanding the valley pass. The Hessians did not attempt to gain possession of this pass, but were content to train their artillery upon the redoubt, firing with great industry, but effecting very little. At the sound of the guns, General Sullivan marched out from the entrenchments toward the center at the Flatbush Pass with four hun-

dred riflemen. But the Hessians remained in the plains and made no advance; another strange exhibition of apathy which received a terrible explanation all too soon.

At nine o'clock in the evening of the 26th, the combined forces of Clinton, Cornwallis, and Percy, accompanied by the commander-in-chief, and numbering nine thousand men, guided by Tories, or by Whigs forced into the service, advanced northeasterly from Flatlands toward the New Lots of Flatbush township. It was their object to turn the flank of the Americans, supposing, of course, that they would find the Jamaica Pass strongly occupied. They did not imagine that the movement would enable them to execute a maneuver so much more fatal to the patriots, placing themselves in their rear. Following the King's Highway until they came about due west of Schoonmaker's Bridge on the New Lots Road, the British left the main road and began to march across the fields. Had they continued on the highway they would have descended upon the Jamaica Road (Fulton Avenue), between Bedford and the Jamaica Pass, by means of the old Hunter's Fly Road. But on the supposition that this part of the American position was as well guarded as the others, this direct march would have been unadvisable. They could have continued along the New Lots Road and turned up Wyckoff's Lane to the Jamaica Road beyond the Pass; but that would have taken them too far from the point they wished to attack. Hence they made a beeline across country direct toward Howard's Tavern, a part of which stood till within a few years ago, just where Broadway and Fulton Avenue form their junction, and the Jamaica Plank Road begins. As they approached the tavern the main body of the troops came to a halt upon Daniel Rapalje's farm, still owned (though divided) among his descendants. They were now a little east of the Jamaica Pass, and their progress had been perfectly unnoticed. From the hills in Prospect Park their entire march could have been observed if they had carried lights, but they had taken good care not to do so, and left their campfires burning at Flatlands to deceive the patriots. Still supposing the Pass guarded, they forced Howard and his son, on pain of death, to guide a reconnoitering party. They led them along the Rockaway Path up the heights now within Evergreens Cemetery, whence from a tree in front of the present Chapel they could look down into the Jamaica Pass. There was no one there but a party of six American officers on patrol duty. These were soon seized, and information of the astounding neglect of the Americans conveyed to Clinton, who was in the van. He at once sent forward a battalion to occupy the Pass. A quarter of a mile or less to the left of Howard's Tavern, the Jamaica Road made a turn between two low hills, thence continuing westward almost straight to Bedford and Brooklyn. The road is almost obliterated from the face of the city, but, fortunately, a small portion of it is left. It can be seen branching at an acute

angle from the line of Fulton Avenue, at the very point where the Manhattan Beach Railroad crosses the avenue, in East New York. About the length of a block remains, showing its bend toward the pass of old. Thus the most interesting and historic portion of the road is still in existence. In 1885, it was still possible to follow the old road per carriage for most of the way to its junction with Fulton Avenue near Bedford; and where it was no longer open to travel, its course could be traced by lines of fences or trees.

At the break of day the whole of the British army engaged in this maneuver took up its march unmolested along the Jamaica Road, passed through Bedford, and formed a line along the highway, resting its right on Baker's Tavern, near the junction with the Flatbush Road, now about where South Elliot Place meets Atlantic Avenue. They came to this position about half-past eight or nine o'clock. The work before them was perfectly easy, so they could afford to go about it leisurely; hence breakfast was served to the troops before action was begun. Any one at all familiar with Brooklyn, who has followed the description of the American disposition of forces given above, can appreciate at once that the British had gained the very rear of the patriots. They had both Sullivan at the center and Stirling at the right on Gowanus Road, between themselves and their forces at Flatbush, and under Grant. No wonder these had shown apathy in action; they were waiting for Howe's signal guns to announce the success of a maneuver which none had dared to hope would be quite so successful as this. About nine o'clock in the forenoon the signal came, and now both De Heister and Grant made up for lost time, a simultaneous advance being made at Flatbush and Gowanus. At the sound of guns in his rear, Sullivan had marched with his four hundred to find out what was the matter. A similar curiosity had moved Colonel Miles to turn back toward the Jamaica Road from his station near Bedford Pass, when he saw to his dismay an army of nine thousand men deploying before him along that convenient thoroughfare. The Flatbush Pass (or Battle Pass), was quickly carried by the Hessians, weakened as the Americans were by the withdrawal of Sullivan's troops, and confused by the attack in the rear. Count Donop was ordered to charge the redoubt upon which he had been firing so long. The Germans stormed the heights and drove the patriots back upon the advancing columns of Clinton and Cornwallis. Sullivan and his men were caught between the two fires. Resistance such as was made was desultory and fruitless. Over the brow of the hills on the left of the Battle Pass the Hessians pursued the demoralized Americans, so that the thickest of the fray took place about where are the undulating meadows upon which Brooklyn's Sunday-schools enjoy their picnics, with merry-go-rounds and donkey rides. The business transacted here on this day was serious enough. The Hessians transfixed many a prisoner with their bayonets, fired to this

unwarrantable cruelty by the false report spread by their English allies. Those who were not murdered or captured fled in wild haste to the entrenchments, about a mile or more to the rear of the place of action.

The signal guns led also to the renewal of activities on the Gowanus Road. Now pushing forward all the troops under his command, outnumbering his antagonists four to one, Grant gradually drove back the regiments who had so gallantly held their own against him. Disputing their ground inch by inch, Stirling's men had retreated about as far as Fifteenth Street, when they became aware of the movement in their rear. Cornwallis and his division had left the position on the Jamaica Road, and were marching down the Gowanus Road toward Stirling. The latter's situation was indeed desperate, far more so than Sullivan's, but thoughts of yielding were far from him. A New England regiment, in their mad flight from the Flatbush



SULLIVAN AT THE FLATBUSH PASS, OR VALLEY GROVE.

Pass, had crossed the causeway and bridge of the Yellow Mill, and had recklessly burned the bridge in their rear, forgetting their comrades further down the road. Putnam, who had now for some time known of the maneuver in the rear, and had seen Sullivan's plight, failed to send orders to Stirling to retreat before Cornwallis could get to him. Stirling fully realized his situation, and prepared to save as many of his men as he could. He tried to get between Cornwallis and Brouwer's Mill, and so escape to Fort Box. But it was too late. Cornwallis had already arrived at the Cortelyou-Vechte-house, on the corner of Gowanus Road and the Port Road leading directly from Flatbush Pass (Fifth Avenue and Third Street, now, respectively), and of this substantial stone building he was making a redoubt, planting his

cannon there. Stirling then sent the Delaware regiment and a part of the Marylanders to cross the Gowanus Creek as best they could at the Yellow Mill. It was a difficult undertaking, for the bridge was gone. To facilitate the escape of these troops, the enemy must be held back. Therefore, with a self-devoting heroism of the highest quality, Stirling and five companies of the Maryland regiment hurled themselves against the compact mass of Cornwallis's advancing corps. Two or three times this handful of men drove the enemy from Fifteenth Street back to the Cortelyou house, on Third Street. Washington witnessed their splendid bravery from the breastworks near by, and wrung his hands in agony at his impotence to help them, exclaiming: "Good God, what brave fellows I must this day lose!" There could be but one issue to so unequal a struggle; the Marylanders were forced to surrender, and Stirling sought out the Hessian general De Heister, to whom to yield his sword. It was eminently fit that the Maryland Society of the Sons of the Revolution should rear a monument to the memory of the soldiers who performed so noble a deed on this day of disaster. On August 27, 1895, it was dedicated, and stands in Prospect Park on the slope of Lookout Hill, a little away from the site of the battle at the Flatbush Pass, and a considerable distance from the scene of this brave action. But the location is fine, a better one than the actual site of the struggle could have afforded. A lofty shaft of polished Scotch granite surmounts a square pedestal of veined marble, the inscription in front stating in whose honor the monument is reared, and at the back citing Washington's exclamation when he beheld their unselfish devotion.

It was noon of August 27, 1776, and all was over. The Battle of Long Island had been fought and lost. Howe's men, flushed by their easy victory, were hot for the assault upon the American works, and were with difficulty withdrawn by their too indolent commander-in-chief. Perhaps the attempt would have involved too great and needless a loss. Perhaps the entrenched patriots could not have been dislodged even by the overwhelming numbers of the enemy. But if they had been, the whole fight for independence might have been ended that day. With twenty thousand men in front of them and an invulnerable navy in their rear, the question of total surrender would have settled itself. Howe was severely criticised for his excessive prudence. It was said that the reason he called off his soldiers and stopped hostilities was because it was now the hour for lunch, and he would not miss the pleasures of the table if he could possibly avoid it. The victory being assured beyond a peradventure, the generalissimo could not resist the temptation of turning aside to this pleasanter occupation. A different task occupied the American commander-in-chief. His men were disheartened by defeat, made ingloriously easy by the blunder of their generals in allowing the enemy to creep up behind them while they were mak-

ing a brave stand in front. The whole army was now in danger of being captured. On the day after the battle General Mifflin arrived in the fortified camp with a thousand of the best troops, Glover's Massachusetts fishermen, and two Pennsylvania regiments. Their natty appearance and firm, confident tread was in such contrast to the prevailing depression that the dispirited men who had been in action cheered them to the echo. But with this accession to their number, there were only nine thousand men within the entrenchments of the Americans, while twenty thousand of the enemy were facing them, and preparing to take their works by regular siege. The whole island and its surrounding waters were in possession of the British: the Americans had but the narrow neck between Gowanus and Wallabout Bays. Into their rear a favorable breeze could send a mighty fleet, cutting off communication with the forces on Manhattan Island: while from Staten Island the enemy could convey five or ten thousand more troops at will. The problem was how to save the patriot army from utter destruction or complete surrender. Washington was pondering over that problem and acting at the same time. Early on the morning of the 29th of August he had sent word to various officers stationed about New York and Manhattan to collect every imaginable craft fit for transporting troops and artillery. Before nightfall these lay ready on the Manhattan shore directly opposite the American encampment on Long Island. There was nothing suspicious about this, as any one would conclude that Washington contemplated the very natural movement of concentrating all his available troops to meet an enemy who so greatly outnumbered himself. His project was also accelerated by the report of one or two officers who had watched the enemy from the fort at Red Hook, and had noticed what looked like preparations among the ships for pushing up into the East River. This was an additional reason for getting away from a position where the American army could be attacked by the enemy's army and navy at once, each of which was greatly superior to the force now on the island. Accordingly, at a council of officers, held at the Cornell-Pierrepont mansion on Columbia Heights, the reluctance of some of the generals to abandon their ground was easily overcome by the argument of the obvious circumstances, and Washington was authorized to withdraw the whole army from Long Island. Fortunately his measures for that difficult maneuver were already taken. The regiments were all ordered to be in readiness for marching at any hour in the night. After dark all the craft were brought over to the east shore of the river, and the embarkation began. Regiment after regiment in turn and without confusion marched down to the ferry. There Washington sat on horseback watching and directing every movement. As dawn approached there seemed to be no likelihood that all could be transported. Hence, Washington dispatched Aid-de-camp Scammel to urge the regiments already upon the march

to quicken their steps. Scammell, however, exceeded his orders, and committed a blunder which had nearly proved fatal. The post of honor that night was that of the troops who should be removed last, for their turn might come too late, and then captivity would be their inevitable fate. To Mifflin's Pennsylvania regiments, one of whom was commanded by Colonel Hand, this honor was given. They were stationed at the extreme left of the lines, near the Wallabout and within Fort Putnam (now Greene). The siege approaches of the enemy were directed particularly toward this part of the works, and hence here they would be likely to be most on the alert. When Scammell was sent out to hurry the regiments on the march, he understood that he must order all the troops to move, and he so interpreted Washington's command to General Mifflin. Accordingly, Mifflin set his men in motion from the heights of Fort Putnam, and the trenches near the Wallabout, toward the Brooklyn Church, which had been made the rallying-point by Washington's orders in case of an alarm. Near the church Colonel Hand halted his men for a moment to collect some camp equipage which he had left there on his way to take the position of danger on the lines. Although General Mifflin had questioned the correctness of Scammell's order, so contradictory to Washington's own,

yet, now that he was on the march, he resented even so brief a halt, and sharply ordered Colonel Hand to leave his pots and kettles alone and go on. He did so, his men in the van, when once more a halt occurred at the front, as they were passing the church. Riding up to inquire the reason of this new delay, Colonel Hand found that it was caused by no less a personage than the commander-in-chief himself. He expressed his surprise that a man of Colonel Hand's approved valor, of all persons, should have left his post of honor without orders. Hand replied that he had orders from General Mifflin. The latter, coming up by this time, corroborated Hand's statement, and said that his orders were based on those of his excellency. It then appeared that Scammell had mistaken Washington's directions regarding the troops stationed as a covering party. Washington declared that the whole maneuver would come to naught and the army be ruined, unless Mifflin marched his men back to their post of danger and kept them there till they were sent for. That perilous alternative was



GENERAL LORD STIRLING.

(William Alexander.)

The first of these is the fact that the library is a public institution, and as such it is open to all. The second is the fact that the library is a library, and as such it is open to all. The third is the fact that the library is a library, and as such it is open to all. The fourth is the fact that the library is a library, and as such it is open to all. The fifth is the fact that the library is a library, and as such it is open to all. The sixth is the fact that the library is a library, and as such it is open to all. The seventh is the fact that the library is a library, and as such it is open to all. The eighth is the fact that the library is a library, and as such it is open to all. The ninth is the fact that the library is a library, and as such it is open to all. The tenth is the fact that the library is a library, and as such it is open to all.



Portrait of a man, likely a historical figure associated with the library.

The first of these is the fact that the library is a public institution, and as such it is open to all. The second is the fact that the library is a library, and as such it is open to all. The third is the fact that the library is a library, and as such it is open to all. The fourth is the fact that the library is a library, and as such it is open to all. The fifth is the fact that the library is a library, and as such it is open to all. The sixth is the fact that the library is a library, and as such it is open to all. The seventh is the fact that the library is a library, and as such it is open to all. The eighth is the fact that the library is a library, and as such it is open to all. The ninth is the fact that the library is a library, and as such it is open to all. The tenth is the fact that the library is a library, and as such it is open to all.

accepted, and it is well to weigh the full significance of that heroic act. Brave were the Maryland men who had faced overwhelming odds on the Gowanus Road, but no less bravery did it require to turn back at the dead of night when all the rest of the army were hurrying to safety on Manhattan, to occupy again a post where twenty thousand men might bear down upon them, in case it should prove too late for them to return to the place of embarkation. The order to face about, echoed by the walls of the Brooklyn Church, the sturdy turn of the men at the order in the shadow of that sacred structure, the cheerful march back to almost certain disaster and death,—worse than that of the battlefield,—were evidences of American manhood and soldierly qualities, such as should fire our hearts with a grateful and honest pride. Few of the thousands who throng that neighborhood now, in the prosaic pursuit of millinery and dry-goods, reflect that it witnessed one of the finest exhibitions of heroism of those heroic days. We know now that these brave fellows, too, were conveyed to New York in safety. As dawn arrived, and would have revealed the movements of the Americans, a heavy fog settled over shore and river and bay. There were still several troops to be transported, but the fog served their purpose so completely that the very last boat, containing Washington himself, had disappeared behind the veil of mist, before the British found out that the patriots had slipped from their grasp. Striking as was the intervention of the fog, still another circumstance seems to indicate that an overruling Providence had determined that the American army, and, therefore, the American cause, should be saved that day. We have seen that John Rapalje, the Tory, lived on the corner of the present Front and Fulton streets, the garden reaching back to the water's edge. When the boats and barges and scows and schooners were brought over from the Manhattan shore to that of Long Island, concentrating about the ferry landing, and touching the beach in the rear of the garden, it was found that they discharged no cargoes of soldiers, but, on the contrary, were being filled with soldiers on this side till they sank into the water to within an inch of the gunwales. The purpose of the patriots was now clear. Hence the Tory's wife dispatched one of her negroes to inform the British of what was going on. He got easily clear of the American lines, and, taking the road to Flatbush, fell in with a picket of Hessian soldiers. He attempted to tell them his mistress's message, but as neither of the two languages which he commanded was understood by his German captors, they were none the wiser for his pains. He was detained all that night, and in the morning was conveyed to the quarters of an officer who understood English. His message was startling, and in all haste troops were dispatched to reconnoiter. They dashed over the deserted breastworks, hurried down to the ferry, only to capture a boatful of stragglers or camp thieves. The American army had flown:

the information, so deftly provided by the Tory's wife, which, if conveyed immediately, would have frustrated the maneuver, was, fortunately, delayed till it was rendered nugatory. With this happy escape, the Battle of Long Island passes into history as a defeat indeed, but as a defeat of most salutary consequences to the American arms. Had the day been one of victory, Washington could never have persuaded his generals to let him extricate the army from its perilous position. They would have awaited the assault of the twenty or thirty thousand British, with their invincible navy in the rear, and the surrender of the whole American force, commander-in-chief and all, would have been the inevitable result. The defeat made possible the withdrawal, and thus the preservation of the American army. And in its remoter consequences the results proved more than a blessing in disguise. They showed a most obvious and patent benefit. The loss of New York followed, as a matter of course; but Washington holding New York (if he could have held it at all), would have had his hands full warding off navies and armies without end; or else the British could have gone about the country at will and reduced it in detail. Free of the care of New York, with the British cooped up in it, Washington had full range over the rest of the country, the island city always requiring a large force of troops to ward off possible attacks from so many directions. Even the last masterstroke at Yorktown was made possible by the enemy's situation here. When Washington had brought all his own and the French forces as far down as Philadelphia, it still looked as if he had his mind on New York, via the Raritan Bay and Staten Island, so that Clinton could not afford to send reinforcements to Cornwallis. The events on Long Island being therefore so beneficial in their near as in their remote consequences, it is interesting to observe by what remarkable coincidences they were shaped and determined to occur as they did. If Greene had been in command, no such blunder as that at the Jamaica Pass would have been possible; or a less decisive defeat would not have so conclusively pointed to the wisdom of retreat. A fine clear morning or a moonlit night would have made retreat impossible, or but partially successful; and English pickets on the Flatbush Road would have had the secret of Washington in their possession before many men had left the Long Island shore.

It has been our endeavor in treating the Battle of Long Island to deal with it principally as a matter of local interest. It touches Brooklyn at so many points that some partial historians insist on calling it the Battle of Brooklyn. But, as has been seen, every one of the component towns had a share in the movements which constituted the battle. At New Utrecht beach in Gravesend Bay the British landed, through that town and Gravesend and Flatbush and Flatlands they marched to their offensive positions. Even Bushwick

was made to bear a part in the maneuver, for the detour of the reconnoitering party led by Howard to ascertain if the Jamaica Pass were occupied, passed over a small portion of its soil in one extreme corner of it. Now, indeed, all these towns are a part of Brooklyn, and on that basis the name of the battle might properly be changed. But as this became a fact only within the present decade, we prefer to recognize the aptness of the name selected by our forefathers, who regarded the share of the outside towns in the event, and could not well find a better general designation than Long Island, unless Kings County had been chosen, of which certainly we could not have approved. Excessive attention to local interest has gone so far in the case of an estimable local historian as to consent to the designation of neither Long Island nor Brooklyn. It was the "Battle of Flatbush" to this point of view. Eliminating, therefore, the element of



GENERAL WILLIAM HOWE.

local pride from the discussion, it seems wiser to preserve the old title, whereby it has come down the years, and will live permanently in the history of the republic.

New Utrecht comes to the foreground again in the story of the death of Gen. Nathaniel Woodhull. We have already noted his prominence in the counsels of the patriots of New York, having been twice elected President of the Provincial Congress. Again as Brigadier-General of the Militia of Queens and Suffolk Counties, we saw him busy collecting cattle and driving them

away before the approach of the enemy. After accomplishing this feat he was left with but a hundred men at Jamaica, and sent for orders both to Washington and the Provincial Congress as to what he should do next. Washington could not spare any men to re-enforce him, and the Congress failed to say anything about leaving his post. The result of the Battle of Long Island left him, therefore, in an unpleasant predicament. The enemy was now master of the island, and their outposts inconveniently near his own. He, therefore, on August 28, sent his men to a place four miles east of Jamaica. In the evening he proceeded to follow them with but one or two companions; a storm coming up, he took refuge at a tavern about two miles east. Here he was surprised by a detachment of British under Colonel Oliver DeLancey, who figures in our former volume as a rather rough and ready personage, and who was now as violent a Tory as he had been an opponent of Royal Governor Clinton. There was nothing to do for General Woodhull but to sur-

tender, but he had no sooner yielded up his sword than a shameful outrage was perpetrated upon him. The major of the troops struck him a savage blow upon the head and a second blow of the sword glanced down his arm, and severing the flesh from the bone, cut deep into the elbow joint. DeLancey commanded his subordinate to cease the unwarranted butchery; but he did not relieve the scoundrelism of the act any further by seeing to it that the unfortunate prisoner was well cared for. He was hurried to Jamaica and left to spend the night unattended in the bare church. He was next removed to a ship lying off New Utrecht, which had been used as a cattle transport for the British army. Here his pitiable case moved a kind-hearted officer to apply for permission to remove him to a more comfortable place on shore, where too he could obtain surgical aid. He was carried first to the New Utrecht Church, standing then in the graveyard on the corner of the King's Highway and the present Sixteenth Avenue. It was found necessary to amputate the arm, as mortification had set in, but the operation was bunglingly performed, or was too late to stop the spread of the gangrene. He was then removed to the de Sille house, next door to the church, and allowed to send for his wife, who nursed him tenderly through the intervening weeks. Having bidden her bring with her as much money as she could, borrowing some if necessary, he generously distributed this among his fellow-prisoners, whose dreadful plight he had witnessed, and whose miseries could only obtain relief from the sordid British officers by the offer of payment for the commonest services of humanity. General Woodhull's sufferings were ended by death on September 20, more than three weeks after his capture. This is an incident not usually receiving notice in general histories, although Bancroft devotes a brief paragraph to it. But it is important as serving to illustrate the spirit of the British soldiers in dealing with their antagonists. The rules of civilized warfare seemed to be repudiated in dealing with Americans. It also lends a sad interest to the ancient house of which we have so often taken note before for the sake of its original occupant. It stood until 1850; but a young lady artist made a water color picture of it just before it was demolished, which is still preserved by the same New Utrecht family who so carefully cherish the tile from the roof. General Woodhull was buried at his home, St. George's Manor, Mastic, near Moriches, L. I., where a monument to-day marks his grave, with the appropriate inscription: "Regretted by all who knew how to value his many private virtues, and that pure zeal for the rights of his country to which he perished a victim."

After the battle the whole of the territory now included in Greater New York on Long Island settled down under British military rule, a few weeks later New York City being also thus invested, and before the end of the year the whole of Manhattan Island likewise. This remained the situation throughout the rest of the War for Independ-

ence. In a few days the farmers came back to their homes to find them mostly destroyed. Poverty-stricken as they were, they made the most primitive provisions for re-occupying them. Where the fire had left the walls standing, but had gutted the interior, floors between stories were only partially restored. Crops and cattle were both gone. A few families on returning to their farms found one or two cows hidden in back lots, shielded from observation by the friendly thickets. Keeping them there out of sight and securing their milk, this and the butter therefrom obtained for thrifty housewives goodly returns from the British officers. An honest penny was also turned by the care and pasturage of the officers' horses. We have taken due account of the prevalence of loyalty to the English government in Kings County. Yet a most astonishing evidence is afforded of deep devotion of the people to the cause of the patriots when it is mentioned that out of these precarious earnings, with all they had liable to robbery at any moment, the families of the county managed to contribute nearly \$200,000 to the cause of liberty. The sums were conveyed in small installments through the American officers who had been prisoners as they were exchanged, to whom they were intrusted without a scrap of paper stating amount or purpose, so that all depended upon their honesty.

The island towns were of course placed under martial law, which abrogated the civil, and wiped out the whole system of courts and justices. "The administration of justice was suspended," says the early historian Wood; "the army was a sanctuary for crimes and robbery, and the grossest offenses were atoned for by enlistment." Officers and men were quartered upon the inhabitants without consulting their convenience, and occupied always the best portions of the dwelling. Studied humiliations were put upon the people whether Tory or Whig. The men who owned farms and slaves were compelled to doff their hats as they passed the officers on pain of a caning or worse punishment, and they must hold their hats under their arms when they conversed with them. The brutal instinct of the Briton that usually comes to the foreground when he deals with a fallen foe, made him coldly oblivious to these acts of deference, which remained unreturned by the slightest act of recognition. License in conduct had full sway, and the quiet towns rang with carousing and profanity. Gambling and drinking and licentiousness ran rampant, and left many a permanent effect upon the half-grown youth of the villages, whose ideas of fine gentlemen were formed upon what they saw of the "gentlemen" of the army. The British officials in New York forbade the holding of elections, and not till 1780 was a sort of police court opened at Jamaica. As is usual at such times, the people suffered most from their own countrymen, the Tories, who seemed to be more embittered than the Englishmen. Many of these paraded as adherents of Britain only to practice unmolested, or under the



Engraved by J. H. Johnson.

Rev. C. Murphy

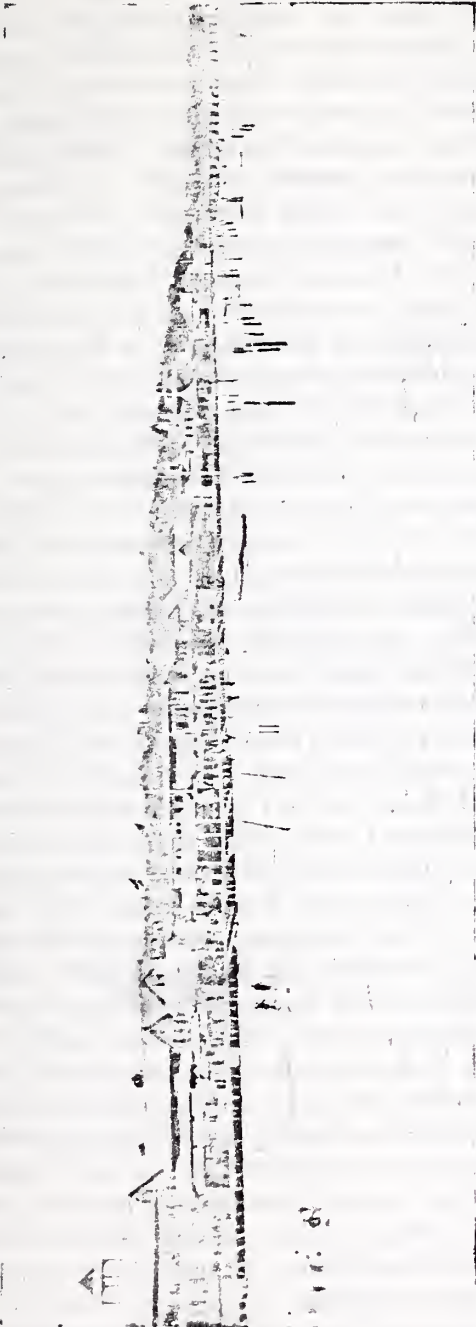
MURPHY & CO. NEW YORK

quasi-authority of military rule, their real profession of robbery. Under such circumstances, experiencing the worst of treatment from high and low, it would not seem that the people of Kings County could contemplate with much satisfaction the re-establishment of the King's rule in their midst. Yet fulsome addresses were more than once prepared and sent to George III., to express the satisfaction and happiness of his subjects in these towns. Everywhere freeholders in large numbers took the oath of allegiance. Howe had issued a proclamation, in the name of the King, on September 19, offering pardon to those who had opposed the King's forces or magistrates, provided those who had so done would sign an oath of allegiance. On November 17, these obsequious and repentant citizens prepared and subscribed an address, which set forth their compliance, and reflected "with the tenderest emotions of gratitude on this instance of His Majesty's paternal goodness." There was more such stuff in it about "the affectionate manner in which His Majesty's gracious purpose hath been conveyed," and about the "enlarged sentiments which form the most shining characters." This flattering opinion of the "shining characters" of the profligate Howe and his stolid and stupid king, led logically to the fatal admission, the deathblow to all patriotic principle or concern for their own liberty, that they esteemed "the constitutional supremacy of Great Britain over these colonies . . . as essential to the union, security, and welfare of the whole empire." The industry of Mr. Henry Onderdonk has preserved for us another document which, perhaps, had better have been buried in oblivion. Yet a true picture of the times and of the state of things in this immediate vicinity requires that it be noted and pondered. The historian gives the forty names that were subscribed to it, but perhaps their reproduction would not be pleasant reading to modern descendants. The paper explains itself and who were the persons who perpetrated it. It read: "We, the members of the Provincial Congress, the County Committee, and the Committees of the different townships, elected for and by the inhabitants of Kings County, feel the highest satisfaction in having it in our power to dissolve ourselves without danger of the county being desolated, as it was by repeated threats, some short time ago. We do hereby accordingly dissolve ourselves, rejecting and disclaiming all power of Congress and Committees, totally refusing obedience thereto, and revoking all proceedings under them whatsoever, as being repugnant to the laws and constitution of the British empire, and undutiful to our sovereign, and ruinous to the welfare and prosperity of this county. We beg leave to assure your Excellency we shall be exceeding happy in obeying the legal authority of government, whenever your Excellency shall be pleased to call us forth, being from long experience, well assured of your Excellency's mild and upright administration." The "Excellency," whose "mild administration" had included an

attempt to poison Washington, and laid waste the coast of Connecticut a little later, was the last Royal Governor of New York, William

Tryon. The date of this fine document was December, 1776. Again, later, in 1780, when the shadow of a civil government was instituted for New York as an English province, to offset its organization as a State by the patriots, the people of Kings County hastened to recognize it and hail it. As we said in our previous volume (p. 226), this device had "a shadow of reality only in New York City, and possibly also in the counties on Long Island and Staten Island." On July 17, 1780, the inhabitants of the "Dutch towns" showed that by them the arrangement was accepted as real government. They addressed a congratulatory memorial to the newly appointed governor, James Robertson, in which their excess of loyalty led them to speak very ill-naturedly of their fellow-countrymen struggling for a liberty which has brought wealth and distinction to many of their own descendants. They scrupled not to say that they concurred with Robertson "in ascribing to the ambitious and self-interested views of a few who conceal from the multitude the offers of Great Britain, that our countrymen, once

so happy, are brought to feel the miseries held up to their fears, . . . subjected, as they now are, to a usurpation that has anni-



STATEN ISLAND BEACH, WHERE THE BRITISH EMBARKED FOR THE LONG ISLAND CAMPAIGN.

hiliated their commerce, shed their blood, and wasted their property, and is now dragging the laborious husbandman from the plow to the field of battle, to support their unauthorized combinations with designing, popish, and arbitrary powers." It seems hardly conceivable that Americans should express themselves so. With what justice can such terms as usurpation, deception, arbitrariness be applied to a policy of which Washington was the champion and right hand? And why the unnecessary and offensive fling at "popish powers"? Yet this address bore such honorable names as Rutger van Brunt, Geronimus Lott, the Cowenhovens, Leffert Lefferts, Johannes Bergen, Abram Luquere. One wonders whether any of their descendants belong to some of the present-day societies of Sons or Daughters of the Revolution. Only two names appear appropriate upon such a paper—that of Richard Stillwell, from the always too English Gravesend, and that of Colonel William Axtell, the English owner of Melrose Hall at Flatbush, fellow-plotter with Mayor Matthews against the life of Washington.

Some incidental results of the occupation of Long Island by the British are interesting. Every autumn, and as the winter approached, the two counties nearest New York would be called upon to furnish thousands of cords of wood for the use of the British garrison in the city and surrounding camps. Thus, the woods of Queens and Kings Counties gradually disappeared. The winter of 1780-81, as noted in our first volume, was extremely severe; to meet the emergency, Queens County was ordered by Governor Robertson to furnish 4,500 cords of wood, and Kings County 1,500, under heavy penalties if the supply should come short. The East River was frozen solid half way across, and on the edge of the ice-bank the farmers were directed to pile up the firewood for further transportation to the city. Besides the denuding of woodland, the soldiers burned up all the fences, making cultivation almost impossible. Another deleterious consequence of this desperate hunt for fuel was the cutting up of the fields for peat. The Hessians were especially on the lookout for this material, to the use of which they were accustomed at home, and they found it where none others had suspected, much to the surprise as well as the chagrin of the farmers, who were left with ugly holes in their fertile fields, which soon became pools of stagnant water. While draining the island of fuel and food supplies, the British soldiery also made it serve their moments of leisure and recreation. On birthdays of members of the royal house, on the anniversary of the coronation of the king, and at every possible excuse for merrymaking, the superior attractions of public houses at Brooklyn or Bedford, and other centers of population, brought over great numbers of the military for banquets or dances, or carousings generally. Then "Rebels" were carefully warned not to come anywhere near the scenes of hilarity. For the meaner soldiery, bull-baitings were provided. Flatlands

Plains, called "Ascot Heath" in the advertisements of the day, were constantly made lively by horse racing; sports being carried on sometimes for three days in succession, including trial of speed by packs of hunting dogs, foot races by men, and even by women. Booths were erected all over the vast level country, and a veritable Vanity Fair created in the otherwise solitary wilderness. Fox-hunting parties were also frequently formed, riding at their sweet will over fields no longer separated by fences.

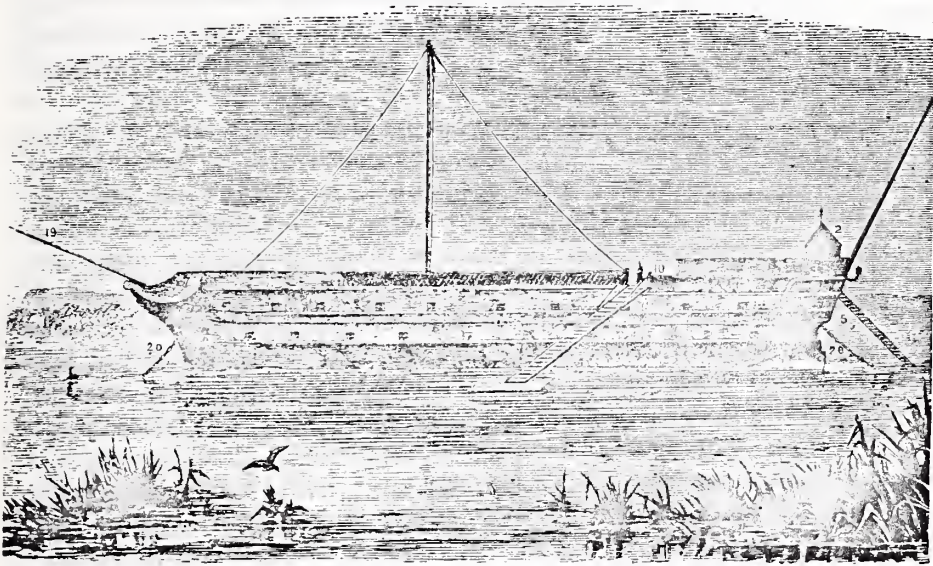
Turning from this general view to a more specific record of events in the several towns during the Revolution, we repeatedly come upon incidents illustrative of the conditions of the time. Beginning at the north and ending with Brooklyn, we notice that Bushwick suffered as much as the other towns from the loss of its woods. Many of the people left their homes, which were used as quarters by the troops, and shamefully and wantonly defaced by their hard usage. Captain Hendrick Suydam, an officer in the patriot army, found his house reeking with filth, breeding disease and fever. It had been occupied by a squad of Hessians, and with their swords they had ruthlessly hacked and disfigured doorposts and window frames and other woodwork. The captain would never remove these evidences of the mean spirit of our antagonists in the War for Independence, and with the same grim determination his descendants followed out his sturdy purpose. Other Bushwick people endured similar experiences. Colonel Rahl and a regiment of Hessians were quartered at Bushwick. Their habits were naturally unclean, and, with the exception of the spiteful conduct of the men at Suydam's house, the defilement of the dwellings of the people was not a specially malignant act. Gradually the Hessians found out that the Americans they had been hired to fight were not red savages, who were out after their scalps, and would give no quarter. The British had diligently inculcated this fiction. But especially after Howe's campaign in Pennsylvania, where the Hessians had some earnest talks with the German population, they began to appreciate the real inwardness of the American contention. They left the ranks of the British army by the hundreds, and preferred to settle in the land to going back to their homes. It is pleasant to read in the recorded recollections of persons living at the time that many of the officers and men of the British army treated the subjugated inhabitants with kindness and consideration. But here at Bushwick, as elsewhere, the people suffered most from Tory miscreants, their own renegade countrymen. A particularly nefarious assault was made on a Bushwick family in October, 1779. George and Peter Duryea, with their wives, occupied one house together, located not far from Bushwick Creek. At nine o'clock in the evening five men suddenly burst into the house, features masked and blackened, armed with bayonetted guns, pistols, clubs, and cutlasses. They attacked the four occupants without waiting to see if they would

resist or not. George Duryea was stunned by four heavy blows on the head, but retained consciousness enough to escape further maltreatment or murder by crawling under a bed. Peter Duryea, with six wounds on head and face, and a bleeding arm, managed to get away and alarm the neighbors. Catherine Duryea, Peter's wife, was seized by the throat and forced to the floor and nearly choked to death before help arrived. But the robbers escaped with large booty in money and silverware. Governor Tryon offered a reward of \$50 for the apprehension of the villains, but, as they had realized over \$300 by their exploit, the offer was not specially effective. Bushwick was afflicted also by having stationed there a battalion of guides and pioneers, from 1778 to 1783. Their very occupation makes obvious of what character they must have been. They were, of course, natives, and their work was the betrayal of their fellow-countrymen by means of their intimate knowledge of the various sections of the land, part of their duty also being to act as spies. While these men were waiting calls for duty at Bushwick they relieved the tedium by thefts and other villainous deeds, complaints to the captains meeting with nothing but vile abuse in return.

At Flatbush, civil law having been superseded by military authority, there was no very great need of the old Court House for its legitimate and intended purpose. The British soldiers, therefore, made it contribute to their gayeties. The courtroom was converted into a ballroom. This was harmless enough. A more sinister use to which it was put was as a guardhouse for the "Nassau Blues." These were "a band of men of notoriously bad character," says Mrs. Vanderbilt; "they not only helped themselves freely to the property of the inhabitants, of whom they were called the 'Guards,' but they were the terror of respectable people." At Flatbush, as we saw above, resided Mayor Matthews, a near neighbor of Colonel Axtell. These men and many other Tory officials were more abusive toward the American officers who were prisoners of war than the English themselves. One of these Americans, Captain William Marriner, after his exchange, determined to make an effort to capture some of these Tories. Being in Middletown, N. J., he organized a party of picked men, manned a whaleboat, and rowed across the bay to Gravesend Beach. As he was familiar with the country, he easily conducted his men to Flatbush, and there divided them into four parties, assigning the quarters of a Tory colonel to each. Two of these raids were successful, Colonels Moncrief and Sherbrook being taken back to the whaleboat, and so to New Jersey. But Matthews and Axtell were away from home. It speaks well for the address of Captain Marriner and his men that they managed to escape with their prey, for there was stir enough to arouse the village, and the Tory sympathizer, Domine Rubel, himself rang an alarm with the church bell.

Flatbush, and, to some extent, the other towns also, was selected

by the British authorities for the billeting of American officers captured in battle. Instead of confining these men in prisons, they were required to give parole, and then sent to board among the families of the county, Congress agreeing to pay \$2 per week for their board. This payment was not excessive, and would hardly invite large outlays for regaling them; besides, congressional credit was none of the best, so that even the \$2 was a very conjectural remuneration. The board bill amounted to \$20,000 at the end of the war, and in later years as much as \$30,000 were appropriated by Congress to meet that sum and its interest with its depreciated currency. Colonel Graydon was one of those thus billeted at Flatbush, at the home of Jacob Suydam. Room and bed were clean, he tells us in his "Memoirs," but the liv-



THE JERSEY PRISON SHIP.

ing rather scanty. What was meant for tea at breakfast he calls a "sorry wash"; the bread was half baked, because fuel was so scarce. A little pickled beef was boiled for dinner when the officers first came; but that gone, clams, called *clippers*, took its place. For supper they got *supon*, or *spurn*, mush, and skimmed milk or buttermilk, with molasses. This was the food relished best of all, after they became used to it. It is of more than passing interest to learn that this practice of paroling captive officers and quartering them on Long Island, brought into contact with our local history a character whom all our school book and general histories delight to dwell on, that is, Colonel Ethan Allen, the hero of Ticonderoga. During the campaign against Canada in the winter of 1775-6, Allen made a rash movement against Montreal, wherein he was left unsupported, and he and his men had

to surrender to overwhelming numbers of the enemy. The often ungenerous spirit of the British came out strongly in the treatment of this brave officer. He was first sent in chains to England and imprisoned there in Pendennis Castle. When this came to the knowledge of some men in Parliament great indignation was aroused, and Allen was relieved from chains and close confinement. He was soon sent back to America, and in the transit experienced various treatment from different captains charged with his keeping. At last he was sent to that haven of American prisoners of war, Kings County. It was his fortune to be billeted at the house of Daniel Rapalje, situated in the New Lots of Flatbush. It was across his farm that the British had marched in their approach to the Jamaica Pass. He was a lieutenant in the American army, and later became a major; he was, therefore, of quite opposite politics to those of John Rapalje at Brooklyn Ferry, who was, of course, a relative more or less distant. Daniel Rapalje's house, where Col. Ethan Allen boarded, is still standing. It is now part of a more recent structure, but in the old-fashioned style, the two being easily distinguished by a difference in the level of the floors. It is located on the New Lots Road, between the present Sheffield and Pennsylvania avenues, East New York. Daniel Rapalje's great grandchildren occupied the original farm until within a few years ago, the generation after them now owning such of the property as has not been sold for city lots. Allen remained here until news came to him of the Battle of Bennington, in August, 1777, fought and won by the patriots under General Starke, in his native Vermont. When the impulsive colonel heard of this he mounted the roof of Howard's Halfway House, and, swinging his hat, gave three cheers. The exasperated British authorities chose to regard this as a violation of his parole, and Allen was consigned to the Provost Prison (now the Hall of Records) in New York. Later he was exchanged for Colonel Campbell, and lived to a good old age in his own State, prominent in its counsels, and publishing also a philosophical work somewhat antagonistic to the received notions about religion or Christianity.

The ease wherewith Captain Marriner and his whaleboat crew had carried out their project at Flatbush, tempted him and others to imitate the example of the whaleboat men, who were in the habit of descending upon the north shore of Long Island from the bays and ports of Connecticut. These often degenerated into mere piratical expeditions, but then Long Island was enemy's territory, and it was hard to draw the line between piracy and foraging. A Captain Heyler was associated with Marriner in these exploits, each commanding his own small but swiftly moving and well-manned craft. Thus, on the night of August 4, 1781, the crew of a whaleboat coming over from the Jersey shore, entered Jamaica Bay, landed in Flatlands Township, and robbed the house of Colonel Lott of six hundred pounds sterling and two slaves. At another time, Heyler boldly attacked

a British sloop-of-war off Coney Island. Stealing up unawares in the dark, he surprised captain and crew and had them prisoners before they could strike a blow in their defense. No less than \$40,000 were found on board. The ship was fired and the captain and crew carried to American headquarters.

Several items of interest illuminate the pages of Brooklyn's history during the Revolutionary days. We are pleased to meet on this side of the East River that charming personality who managed to put some bright spots into the dark story of British occupation of New York, the wife of General de Riedesel. We cited her account of experiences during the hard winter of 1780 while staying at the Beekman country seat, in our first volume. In the spring of 1781 she joined her husband, who had been appointed to the command of Brooklyn in the autumn of 1780, and who resided in a small house near the river bank. General de Riedesel was very nervous about capture by the alert and sly Yankees. Two colonels, as we saw, were kidnapped very neatly at Flatbush, and one of Riedesel's own officers, Major Maibohm, quartered at Michael Bergen's house at Gowanus, had been captured from the center of two picket guards without alarming them until far beyond reach, by a Captain Huyler, of New Brunswick, N. J. Hence the general took extraordinary precautions. Besides careful and strictly observed regulations about guard mounting and picket duty, he posted sentinels in and about the house he occupied. But not satisfied with this, he and his wife took turns at sleeping, and at the least noise he was up and about. In July, 1781, he left for Canada.

Annoying restrictions were placed upon travel by the ferry. Officers of the army and navy could pass back and forth unmolested; but every other person had to submit to a rigid examination, and present passes obtained from the mayor in New York or Colonel Axtell at Flatbush. A guard of soldiers occupied the landings on either shore. The "Corporation House," the tavern built and owned by the Corporation of the City of New York, had been vacated by Captain Waldron, the previous ferrymaster, when the British took possession. Two Royalists, Charles Loosely and Thomas Elms, leased it now, fitting it up finely, and naming it "The King's Head." Here banquets were held, and various sports were continually arranged by Loosely to keep trade brisk for his house, and to amuse the military. A little sheet called the *Supra Extra Gazette* was published by Loosely, or in Loosely's interest, June 8, 1782. Some have supposed this was a regularly issued newspaper, and therefore the first in Brooklyn, but it may only have been a Brooklyn number of the *Gazette* to advertise Loosely's amusement plans. All his advertisements, whether of horse races or lotteries, were always preceded by the pompous motto: "Pro Bono Publico." Brooklyn Hall was also a name popularly applied to this hostelry. In addition to the fortifications abandoned by the Americans, most of which were

utilized by the British, a square fort was erected, near the intersection of the present Henry and Pierrepont streets, the remains of which had not wholly disappeared in 1836. On Doughty Street, fronting the little Elizabeth Street, stood an old stone house, thus on the slope of the hill and near the ferry. This was occupied by Hessian troops as a guardroom, and all persons arrested for any of the numerous offenses created by military law, were brought hither for safe-keeping. The headquarters of the British wagon department were also located near the ferry. The main entrance was about where Main Street joins Fulton; the fence thence followed Prospect Street to Jay, and along Jay to the river, coming up from the river again along Main to the gate. The inhabitants having been notified to have in readiness the produce, grain, and other supplies demanded for the army, the wagons would issue forth from this great yard and collect these necessities, and woe to the farmer who was not ready with his quota.

The mention of the Wallabout at once brings to mind the horrors of the prison ships, which we declined to dilate on in our previous volume. The tales of these ships are too horrible. They all lay within a short distance of each other in Wallabout Cove, in the waters surrounding the half submerged mud flat in the center, which has since been utilized and improved for various purposes by the Navy Yard. The dead were usually buried on the nearest shore, huddled together without ceremony or coffin. It is estimated that eleven thousand bodies were deposited in the soil adjoining the cove. Later generations have been somewhat fitfully stirred up to do proper honor to these remains of veritable martyrs to the cause of liberty. Sometimes the neglect of the nation moved private individuals to perform this duty; but, after the lapse of some years, the necessarily inadequate provisions again exposed the honored bones to the elements or to the depredations of the unfeeling. Finally, when Fort Greene was laid out as a park, the remains were deposited in the front of the terraced eminence that faces the great plaza on Myrtle Avenue. There they rest, however, entirely unmarked. One can see that the structure on the first terrace resembles a tomb, and its top is evidently intended to bear a monument. But there is no monument as yet, and the slabs of slate bear no inscriptions setting forth the sacredness of the deposit within, or indeed that there is anything within at all.

Bedford figures with especial prominence during this period of history, because here were established the headquarters of the British forces on the island. These were located at the house of Leffert Lefferts, the Town Clerk of Brooklyn, who was a Tory. It was situated on the Jamaica Road (now Fulton Avenue), where the Clove Road from Flatbush intersected it, and thus between Nostrand and Bedford avenues, but quite near where the latter passes southward of Fulton. Shortly after the British had gained possession, the authori-

ties summoned all the loyalists of the neighboring towns to report themselves here. Having been duly recorded they were required to wear a red badge on their hats. Their loyalty was of such effusive sort that even their women wore red ribbons, and their slaves, cutting up the rough petticoats of their companions, placed irregular scraps or rags of red upon their usual apologies for head dresses. Hence the whole body of the Loyalists, who gained quite as much of the contempt as of the protection of the British military, were soon denominated by the convenient soubriquet of "Red-rags," a circumstance which had a wonderful effect in causing the badges to disappear. In the vicinity of Bedford Corners, southward of the Jamaica Road, or Fulton Avenue on the slope running up toward the Eastern Parkway or Sackett Street Boulevard, between Franklin and Classon



COL. WILLIAM S. SMITH
(of the Long Island Militia).

avenues, a camp of Hessians was established. This was remarkable for the curious huts constructed for the soldiers, which were deep trenches covered with wooden roofs. The remains of these were found in the neighborhood as late as 1852. A sad interest attaches to the Lefferts house headquarters, because of its association with Major André. A campstool of his was long preserved at the house, but is now in the keeping of the Long Island Historical Society. It was from this house that he was called to New York to arrange with Clinton for the conference with Arnold. We learn also from personal recollections of members of the family that among his many other accomplishments André understood the Dutch language. One day two of the daughters of Leffert Lefferts

were conversing in that tongue in André's presence, not supposing that he could understand them. To their surprise he addressed them in Dutch, and cautioned them against gossiping about their guests.

The study of the history of New York City on Manhattan Island has already shown us what the British were in the habit of doing with the churches of an alien religion. They pursued the same practice in the Dutch towns. The churches there were almost all turned into prisons or hospitals. The church at Brooklyn, however, was treated with more consideration. It may have been used for secular purposes at first, but on Sunday, April 5, 1778, it was opened, and services after the manner of the English Episcopal Church were conducted there by the Rev. James Sayre, who also preached a sermon and baptized a child. Prayers and a sermon were again held there on

the 12th. on the Good Friday following, and on Easter Sunday, the 19th. After this, English services were conducted on three Sundays of each month, and on the fourth Sunday the Dutch occupied the church. Flatlands enjoys the distinction of having been allowed to go on unmolested with its church services, as well as with its schools. Domine van Sinderen, the Tory Rubel's colleague, well-known as a Whig, did not trouble the Flatbush Church much with his presence, but confined himself more particularly to this section of his parish. No less than seventeen infants were baptized in this church in 1776 alone.

At last came Yorktown, in October, 1781; then provisional peace, at last definitive, and finally the evacuation of New York on November 25, 1783. On that day the American flag was raised over the Pierrepont mansion, where the Council of War deciding on retreat had met, and from whose staff the signals for the Battle of Long Island had flown. A celebration of the happy event was held at Flatbush, where gathered all the returned patriots to give emphasis to their joy at their restoration to country and home. Characteristic of the desolation wrought by the enemy was the appearance there of two stanch Kings County Whigs hailing from Flatlands. These were Elias Hubbard and Abraham Voorhees, the father of State Senator John A. Voorhees. All that each found on his return to his farm was an old horse blind of one eye. They hitched these two dilapidated animals together to one wagon, and thus drove to Flatbush, where their appearance and its significance created quite a sensation. As a prudent preparation for the jubilee, the keeper of the King's Arms Tavern at Flatbush, by a stroke of genius, preserved its sign as well as its custom under the changed conditions. An American eagle was added to its device of the King's Arms, represented as flying away with the same. Flatbush remained the county seat, a new courthouse being erected in 1793. In April, 1784, the first town meeting was held in Brooklyn, and thus civil authority as well as independence came to restore the ravages of British occupation. These, however, were hardly appreciated by the new government of the State of New York. The patriots in the Legislature looked only to the fact that in Kings County the enemy had found lodgment and comfort and the supply of necessities, and had been rather effusively welcomed and flattered by the people, who remained on their farms. Hence, in May, 1784, the Legislature passed an act laying a tax of £37,000 upon the Long Island counties, to make up for their lack of zeal in the cause of independence, which had cost other parts of the State so much. It seemed unkind not to remember the \$200,000 given voluntarily and clandestinely at the risk of life and goods by various families with patriotic sympathies, for such a sweeping tax would press with equal heaviness upon these, as upon the others who had been too loyal. A better measure was that of 1786, when there was passed a law giving to the va-

rious towns the privilege of commuting the old quitrents established by the original patents. This could be done by paying all arrearages (deducting the eight years of the war), and a sum equal to that of fourteen years to come, after which they would be forever rid of all further payments.

On March 7, 1788, Brooklyn was first recognized as a town under the State government. Three years before, in April, 1785, the first Brooklyn fire company was formed. At a meeting of freeholders at a tavern near the Ferry, seven men were appointed members of the company. The meeting also pledged itself to raise £150 to purchase an engine. In July, 1784, the Tory John Rapalje's property, confiscated by the State, was sold by the commissioners for \$12,430 to the brothers Comfort and Joshua Sands, who became residents of the town, and were ever afterward identified with some of its best interests. The land extended from Gold Street to Fulton, and reached to the river. Some speculators afterward pictured a prospective city on part of the estate, to be called "Olympia." We shall hear of it again. In 1788 the history of shipping on a large scale began for Brooklyn. Before this none but market boats or periaguas had touched her shores, and loaded or unloaded cargoes; and therefore we notice what an accession to Brooklyn the brothers Sands proved to be, since in that year, a ship owned by them, called the Sarah, took in a cargo of merchandise on this side of the East River. Thereafter brigs and larger vessels came to land on the Brooklyn side, bringing tar, wine, and tobacco from the West Indies, and carrying thither staves, planks, and flour. In 1798 the first "Indiaman" was built on this shore, and in 1799 the United States frigate John Adams, of 32 guns, was launched at the Wallabout, prophetic of the navy yard soon to be established there. In 1796, as a sort of appendix to the New York Directory of that date, was published a list of the people living along Fulton and Main streets. The latter street had become quite well occupied by reason of the establishment of a second ferry in 1795. It was called the "New" Ferry, and began running on August 1, William Furman and Theodosius Hunt being the lessees. It ran to Catherine Street, New York, and is known by that name to-day. After the evacuation, Captain Waldron was once more given the lease of the old ferry for five years at £500 a year. At the expiration of his lease, in 1789, the New York corporation inaugurated a new plan of ferriage. They let out the buildings at either side independently of the ferry, and committed the duty of transporting persons and cattle to six men, each duly licensed, and their rent to be paid quarterly. They were to keep two boats each, a large one for horses, wagons, cattle, etc., the other a small one for conveying passengers and light bundles only. In June, 1799, the first newspaper was published in Brooklyn. It was called "The Courier and New York and Long Island Advertiser," issuing weekly, every Wednesday

morning, and living a brief life of four years. The publisher was Thomas Kirk, who put up his printing press at the corner of Old Road (Fulton Street) and Front Street, opposite John Rapalje's place. In December, 1799, General Washington died, and a pamphlet edition (printed by Kirk) of the funeral oration by "Light Horse" Harry Lee, now a major-general, was the first book published in Brooklyn.

In the vicinity of the ferry churches began to spring up of a quite different order from that of the one in the middle of the road at old Breuckelen. Some claim that an Episcopal Church existed in the town as early as 1766. In 1785 a society of that persuasion was organized and worshiped in John Middagh's barn, corner of Henry and Poplar streets. In 1787 the church was incorporated. In 1785 a "union,"



VIEW OF THE NARROWS FROM THE OCEAN.

or "independent," church had been organized, who put up a small structure where St. Ann's Building is now, on Fulton Street. Dissensions arising, the house was disposed of to the Episcopal Church, and consecrated by Bishop Provost. The church continuing to grow, the little building was enlarged and refitted in 1795, but a year or two later Mrs. Ann Sands (the wife of Joshua Sands), gave a lot on the corner of Sands and Washington streets, and here, in 1805, a substantial stone building was erected. Its successor of 1824 was swept away in clearing the ground for the bridge approach. The church was not only indebted to Mrs. Ann Sands and her husband for the lot, but also for liberal donations for its erection, and for great activity in the religious work of the parish. It was but natural, therefore, that "St. Ann's" should have been the name selected as its title.

After some occasional services held at private houses or in the open air, the first Methodist Episcopal Church was organized and incor-

porated in May, 1794. In the same year they purchased from the Messrs. J. and C. Sands the ground on Sands Street, which bore a church of that society until recently. Meantime a great change had come over the Dutch Church of Breuckelen. In 1765 the Dutch Church of New York had set the example of calling an English preacher (it seemed high time, a century after the surrender of New Amsterdam). In 1792 it was resolved by the old church here that English services and sermons should characterize the afternoon sessions. In 1794 the people at Flatlands built a new church, and in 1796 they of Flatbush erected the fine edifice which, with but few alterations on the exterior, stands to-day, making an occasion for due gratitude and festivity at its century anniversary in 1896. At Flatbush, schooling since the Revolution was conducted in English. The classical school before established here was broken up by the war, but the town won glory for itself by the establishment in 1786 or 1787 of "Erasmus Hall Academy." A building was put up at once one hundred feet long by thirty-six deep, at a cost of more than \$6,000. In 1794 the Rev. Dr. John Henry Livingston, who ten years before had been elected the first theological professor of the Dutch Reformed Church in America, established himself at this hall, receiving his students here. Among prominent men graduated here may be mentioned William Alexander Duer, son of the vivacious Lady Kitty Duer, who became president of Columbia College later.

CHAPTER VI.

THE VILLAGE OF BROOKLYN.



E have not advanced very far yet in Brooklyn's history as regards its municipal importance when the present century opens. It is only a township, one of six others in the little County of Kings. In the year 1802 its population counted eighty-six freeholders. Supposing each to be at the head of a family of five, as a safe average, this would give us the figure of about four hundred souls. These, it must be remembered, too, were distributed over several districts or hamlets as nuclei of population; neighborhoods recognized in familiar parlance by names not even yet extinguished, but not constituting anything like incorporated localities. The districts, we need hardly repeat, were Brooklyn proper (still referred to and written Breuckelen by many), nestling about the old church in the road; Bedford, a little further out along the Jamaica Highway; Cripplebush (from *Kreupel bosch*, undergrowth, creeping bush), in the vicinity of the present Myrtle, Nostrand, and Flushing avenues; the Wallabout, as of old; Gowanus to the south, touching New Utrecht and the Bay; Red Hook, jutting its point into the Bay at the entrance of Buttermilk Channel, dividing it from Governor's Island; and the Ferry, whose conveniences early tempted people both from Long Island and from Manhattan Island to come and reside there. It was here that population and habitations most rapidly increased, finally inducing the denizens to incorporate themselves into a village, distinct from the rest of the township of Brooklyn, as we shall note more particularly later. In 1814 the population of the township had run up to 3,805 souls; in 1816 it was 4,402. It is safe to say that less than a thousand of these were to be credited to the other five districts; fully thirty-five hundred possibly lived near the Ferry, or the two ferries, the Old (Fulton), the New (Catherine). It was in that year that the first movement was made toward village incorporation; in 1817 it was accomplished.

In the very first year of the century a step was taken which began to look like the ultimate incorporation. The portion of the town called Brooklyn was erected into a fire district. This was attended by certain powers and privileges resembling municipal existence; and in the next year, 1802, the foremen of the fire engines were directed to inaugurate a night watch. Buildings were going up in closer

proximity to each other near the ferry, and hence, in 1807, a narrower fire district was concentrated at that vicinity. It is a pity that Mr. Thomas Kirk's venture into the newspaper business ended in failure and discontinuance of the "Courier and New York and Long Island Advertiser," after a brief life of four years in 1803. For doubtless we would have had some notice in it then of the great event of August, 1807, when Fulton's Clermont steamed away from the foot of East Houston Street on her way to the dock at Cortlandt Street, and so up the Hudson River. It may have been the length of the title that oppressed the undertaking, or else the lack of population. But in 1809 the latter was creeping up into the thousands, and Mr. Kirk tried his fortune once more with a newspaper which he sensibly called briefly "The Long Island Star." Two years later the publisher sold the paper to Alden F. Spooner, the first real newspaper man who favored Brooklyn with his presence and enterprise. Yet it was not till 1824 that he ventured to publish the "Star" more than once a week. In May of that year he announces that he contemplates the immense undertaking of issuing the sheet twice a week, "the great increase of population and business" warranting so bold a speculation then. We find that Mr. Kirk's revival of journalistic ambition was due in part also to a paper which preceded the "Star" by three years. "The Long Island Weekly Intelligencer" was started in June, 1806, by Robinson and Little. In 1821, George L. Birch entered the field with the "Long Island Patriot." Thus, both before and after village incorporation, Brooklyn was already well supplied with journals.

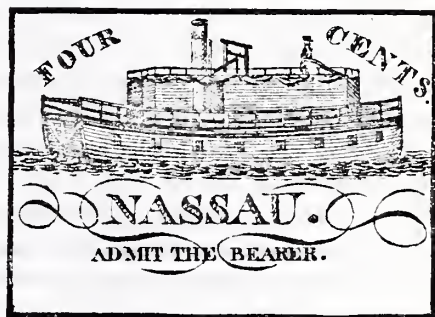
While Brooklyn was progressing with its evolution into a village and preparing for the still higher stage of a city, we are to remember the city by its side, whose extraordinary development was to carry with it the increase and prosperity of all its vicinage. In 1800 New York had already acquired a population of sixty thousand souls. In 1810 New York and Philadelphia were of about equal size, each approaching the one hundred thousand mark. But in 1820 New York had distanced Philadelphia, and counted over one hundred and twenty thousand people. In 1827 it had passed two hundred thousand, and in 1834 was nearing three hundred thousand. Bearing these large figures in mind it will be easier to appreciate why a community so near the heart of its business also felt the stir and impulse of growing municipal life. About the means of communication the nucleus for city-being gathered its thickest deposits of habitation. And the original means were of necessity multiplied and improved to invite as well as accommodate the overflow. Hence, an account of "ferry" history, so vital to the development of the "Ferry District," will be appropriate, and we shall consider it from the beginning to the end of the period now in hand, so as to have a complete view at once, without regard to the other events that attended and modified Brooklyn's progress.

It has already been noted in the preceding chapter that Catherine Street Ferry was started in 1795. From the "New" Ferry at once a thoroughfare formed itself to the junction with the Old Ferry Road, near the brow of the hill over which it wound away to Breuckelen hamlet and the lands and villages beyond. That is, we find Main Street growing up and touching Fulton at Prospect, just below Sands. Even the huge bridge to-day has not obliterated, although it has considerably modified, these old landmarks. It took fourteen years to start the third ferry. A special necessity called for a change of terminus in the year 1809; for the yellow fever was ravaging the thickening habitations near the old ferries, and it was thought prudent to cross over from the foot of Joralemon Street to that of Whitehall Street in New York. The arrangement must have been temporary as Joralemon Street was rather too far out of town for convenience.

Prime mentions what was called in his day the Jackson Street Ferry, plying between Little Street in Brooklyn, running by the Navy Yard, and what was then Walnut Street, New York. Walnut Street downtown had its name changed to Jackson, the present one of the former name being far up in the Bronx Borough. This ferry was established in 1817, and was still in existence when Prime wrote, in 1845. It is worthy of record, as

indicating the increase of traffic between Brooklyn and the metropolis, that in 1827 the first night boat was run on the Fulton Ferry.

This could never have been accomplished under the old and primitive mode of transportation. For several years after the beginning of this century, the dangers of crossing the ferry were as real and great as at the time of the very first settlements. The rowboat, the flat scow propelled by long sweeps, or feebly pushed by an insufficient sail; the periagua at best, with two masts and form more trim, and, therefore, speed much greater, but not yet great; these were the craft used for ferriage until the year 1814. But the best and swiftest ferryboats could do nothing without wind, or would hardly venture out if the wind were too violent. This meant waiting for man and beast, for, proverbially, the winds and tides would neither wait for nor wait upon any man. The delay of three hours at the ferry after a ride of four hours from Cortelyou's house, around the corner of the Narrows, to which our Labadist tourists were subjected in 1679, was an experience not at all unusual a hundred and thirty-five years after their visit. Then if the risk were taken at half a gale, or with a rampant tide, there was no telling where your boat might fetch up. It



BROOKLYN FERRY TICKET.

might go sailing gayly past Governor's Island, and be brought about in the lee of Liberty (Bedlow's) Island. You might be landed in the historic Kip's Bay, or still further up the island at Turtle (or Deutel) Bay, where then, as yet, Manhattan was innocent of city habitations. With ice-floes tumbling about in the water, peril was added to vexatious delay; indeed, at any time some sudden excitement among the half-frightened beeves, calves, sheep, or horses, among which the human passengers were fain to take their places, was apt to send every creature to a watery grave. Add to this the item of boatmen habitually drunk, and we can not wonder that casualties were constantly occurring, and furnished many a thrilling incident for the newspapers of the day. It was, therefore, a great event in the history of Brooklyn when a ferryboat was put into service which was independent of wind or tide. It seems incredible that this did not occur till seven years after the Clermont had made its epoch-making run to Albany and back. It was five years after that, or in 1812, that the first steam ferryboat crossed regularly between Paulus Hook, or Jersey City, and Courtlandt Street; yet there was no such population on that side as there was on the Brooklyn shore. On April 3, 1814, a Sunday, Catharine Street Ferry sent over the first horse or team boat. It resembled the one running on the North River; two keels joined together, covered by one deck over all, and a huge wheel between, which was turned by means of a turnboard or treadmill, upon which eight horses were made to walk. The trip was made in eight minutes at the very best, and with unfavorable conditions in about twenty minutes. Wind and tide, while thus somewhat disturbing yet, now could make but little difference in the traveler's time, and safety was added to swiftness as well as comfort, for there were covered cabins as a protection against the weather and to separate human passengers from those belonging to the brute creation. At first the boats had to turn about in going from landing to landing, but soon an ingenious device made it possible to reverse the application of the power to the big paddle-wheel, and the boats simply went back and forth as they do now. All this was a vast improvement on former times and methods. But it was only a month later when the motor power of steam was substituted for the eight horses upon the Fulton Ferry line. Robert Fulton, who had the monopoly of steam navigation in New York waters, had put into operation the steamboats on the Paulus Hook Ferry. In 1812 he applied for the lease of the old Brooklyn Ferry; it was granted by the Corporation of New York, but not executed till January, 1814. It was to run for twenty-five years. On May 8, the first steam ferryboat, appropriately called the Nassau, crossed from Beekman's Slip to the landing at the foot of the Old Road, or Fulton Street, in Brooklyn. It was again a Sunday, and hundreds crossed over to enjoy the new sensation. The time of crossing was less than that of the horseboats, varying from five minutes at best to twelve

under adverse circumstances. After business hours the Nassau was frequently employed to carry pleasure parties up the North or East river, when bands of music played and young people tripped it on the light fantastic toe. Fulton's inventive genius soon added the system of piles and bridges for receiving the impact of the boat and counteracting the rising and falling tides. The rate charged for passengers at first was 4 cents. In 1845 that was yet the fare authorized by law, but somewhere about 1840 the company reduced the fare to 3 cents, and since 1844 it has been only 2 cents. But commutation was inaugurated at the very beginning, and such a ticket for a single person, not transferable, cost \$10 per annum. The now somewhat antiquated historian Prime, in 1845, gives a list of the distances to be traversed by the boats at the various ferries: At South Ferry the passage was 1,300 yards long, "or 20 yards less than three-quarters of a mile"; at Fulton Ferry the distance was 731 yards; at Catharine Street Ferry 736 yards, and at Jackson Street (now no more), 707 yards. The people were so well satisfied with these multiplied means of communication, and the rapidity of the transportation across, that they scouted now the idea of communication by means of a bridge. That idea had actually been broached a little before or about the beginning of the present century. The plan proposed then embraced a single lofty arch to span the channel, so that ships might pass underneath. This was well worth thinking about when it was as much as your life was worth to cross the channel by the primitive methods then at hand. But when steam ferryboats were the vogue the idea seemed ridiculous. Prime, in 1845, is especially pronounced in his contempt for the scheme. He mentions how it had become a topic of discussion in the benighted days of the opening century. It was then "discussed with as much zeal by all classes of citizens as the poisonous properties of the poplar worm in 1803, or the building of paper cities on quagmires in 1835-6." Things had come to quite a different pass, however, in 1845, when Prime wrote. Brooklynites, in all the pride and glory of their now fully developed ferry facilities, had risen superior to the need of a bridge. "Now," continues the historian, "the idea of a bridge is as rare a conception as a fifth wheel to a coach, and is about as desirable. At any hour of the day and night you can pass from one city to the other with equal safety and greater rapidity, than you could walk the same distance on *terra firma*. . . . Under these circumstances who would think of crossing on a bridge, if one stood in his way?" Just fifty years later about one hundred thousand people per diem were not only "thinking of crossing on a bridge," but doing it.

The clustering of population about the ferry induced the medical profession to settle here, and Brooklyn's earliest doctors appear in the columns of its early newspapers by way of advertisements. There was a Dr. Charles Ball, who resided at the junction of Main and Ful-

ton streets. Doctors Clussman and Osborn were on hand to see to it that Mr. Vanderveen, an apothecary, who had been professionally trained to that art in Amsterdam, Holland, was correct in his dispensing of the prescribed drugs. Domine Peter Lowe, of the Dutch Church (who preached in English), had a brother who practiced medicine, and lived at his house, on the corner of Red Hook Lane and Fulton Avenue. In 1811 the town received quite an accession in the person of a "Rain Water Doctor," who disdained a cognomen such as resembled that of any other mundane practitioner, and called himself simply Sylvan, with the grandiloquent addition of "enemy of human diseases." In those days Father (or Pfarrer) Kneipp was either yet to be born or to be heard from; but he was anticipated in method or practice to a remarkable degree. The worthy Sylvan, the Enemy, etc., was the great administrator, not of dew on bare feet, but of rain water to the stomach. He affected the use of some herbs and things; but his main reliance for the cure of every imaginable bodily ailment was the drinking of rain water. He took up his quarters rather far out of town, a little beyond the "Black Horse Tavern," near where De Kalb and Fulton avenues now form a junction. But those days were not different from preceding or succeeding ones; any one with a pet remedy always finds plenty of people to try it, and can exert sufficient influence upon their imaginations to work some therapeutic effects. Thousands came over from New York and the Long Island towns, thronged his doors, and went away much relieved by his rain water. He charged but little for his medicines—and the clouds supplied the rain water. When patients realized remarkable cures and wished to show gratitude by large gifts of money, he declined them; and when one of his patients died, he reared a marble slab over the remains, with an inscription which it would seem must have required several pages of slabs. Where the old Brooklyn Savings Bank now stands in lonely desolation, consigned to the uses of the Salvation Army, on the corner of Concord and Fulton streets, early in the century resided one of Brooklyn's notable physicians, Dr. Hunt. For several years before he settled there (which was in 1820), he was surgeon in the Navy, attached to the Navy Yard.

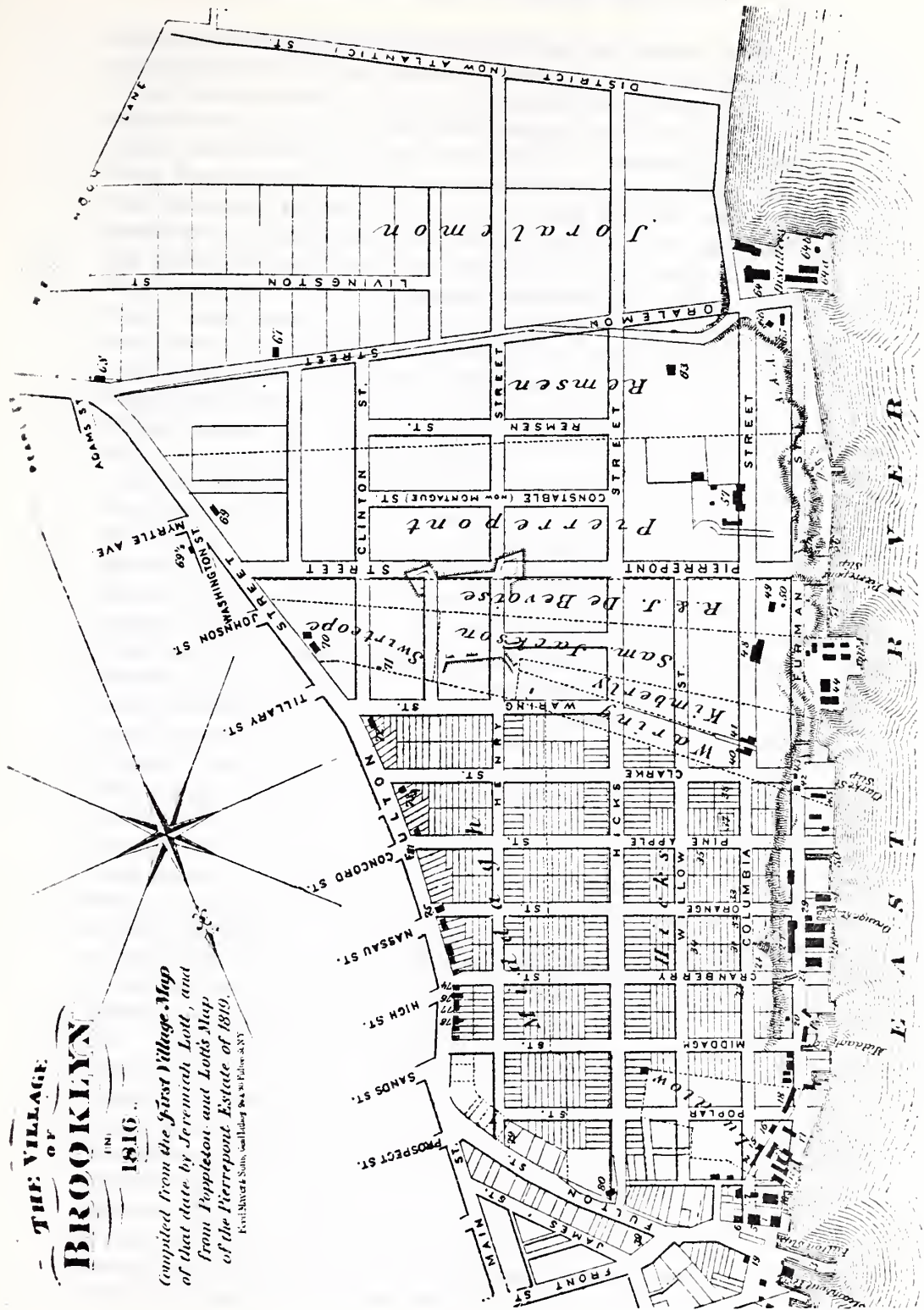
Amusements, of course, have a sanitary influence, and certainly constitute a medicine more palatable and popular than drugs prescribed by physicians, even though served by the conscientious Vanderveen. These amusements were furnished at various "gardens" in and around Brooklyn. "Columbia Garden" was one of these. But a more famous resort was the "Military Garden," kept by a Mr. Green. Here refreshments in liquid and solid form were furnished, also recreations and sports of various kinds. These places were the nurseries of the later more ambitious theaters. More "home-made" recreation was sought around the "Tulip Tree." This was an unusually large magnolia, crowning a hill on the line of Sands Street.

east of Washington. Parties from New York on fine summer mornings would cross over in rowboats, land on the beach inside the line of the present Water Street, and bivouac in regular picnic style on the slope around the umbrageous and widespreading "Tulip." In those sociable days, if parties from Brooklyn itself would come that way, the tea and other good cheer and social chat would be made common, and, as the sun was sinking over the distant Jersey hills, seen clearly from this elevation in the absence of skyscrapers, the New York people would pack up their belongings and row back to their city. In the year 1807 some of the green hills in this vicinity were robbed of their verdure, denuded of their soil, and lessened in height in order to furnish forth ground for the more material interests of the city. Shipping interests had grown to large proportions, and between Fulton Ferry and the Wallabout the mudflats were covered with the soil from these hills, causing one or two lines of streets to encroach on the river, as they had done on Manhattan Island. Here wharves were thrown out into the current, and warehouses built upon the land now permanently above tidewater. Besides the numerous grist mills in Brooklyn, which utilized the flowing tides of the East River, the history of manufactures on this side of the water must note the establishment of important industries. A floor-cloth factory, and one for cotton goods, were erected here; while rope walks, employing over a hundred hands, furnished the growing shipping trade and other lines of business calling for them with cables and ropes and rat-lines and the attenuated twine. Chairmaking had been begun early in the century.

Brooklyn was not yet a village in the period we are now treating; much less was it a city. Yet the spirit of real estate speculation was already abroad, and a considerable tract of land was laid out on paper which was intended to be made into a city, rejoicing in the classic title of OLYMPIA. It is a curious fact that cities deliberately purposed to become so by human speculation, hardly ever follow up the good intentions of their designers. Somewhere else, in a most unlikely spot, where design would never have fixed upon them, nay, would have disdained the very thought of starting them—there they perversely grow to unreasonable magnitude and prosperity. It was so with "Olympia." It was laid out on our Tory friend Rapalje's land, now that of the Sands brothers. The prospects of city-growing were finely argued out. New York was to be outrivaled. It could not spread southward, westward, or eastward, confined as it was by water. Northward there was a chance, but who would want to go in that direction, away so far from the center of business? Across the river that tendency to spread must needs proceed, and so, upon this territory, would alight the overflow of New York. The "Ferry," with its inconvenient heights, would repel such a movement of population. Down in the hollow back of Sands Streets, and toward the

old Breuckelen Church, there the deposit of population would necessarily fall and remain. Most of these dreams have indeed been realized within the last forty or fifty years. But they did not quite follow the line of "Olympia," and the latter became the deposit for the overflow of the Ferry rather than of New York City direct. And, instead of the classic and romantic "Olympia," we have upon the list of our great cities, nothing but the plain, homely, bucolic title, then only designating the rustic town of Brooklyn, Brookland, Breucklyn, Brocklyne, or Breuckelen, as it was then variously spelled.

The War of 1812 came upon the land, and still the village of Brooklyn was not yet. There was no battle of Long Island in this second war for independence, but the old line of defenses was revived in almost exactly the same shape as in 1776. For New York City and vicinity the war was only a "rumor," not an actual sound or experience. Preparations for defense were made at its beginning, but not till 1814 were any vigorous measures taken to guard against the approach of the enemy. Washington had then been taken, and at Baltimore occurred the bombardment which gave us the "Star Spangled Banner." It now began to look as if New York would have to sustain the brunt of actual warfare. Lines of trenches and redoubts and blockhouses stretched across Manhattan Island on the bold heights fronting on Harlem Plains, clear to the East River. On Long Island nature had so evidently marked out the defenses of 1776, that ingenuity could devise no better plan than to restore the old lines. Hence they began again on the left at Wallabout Bay. Fort Putnam was reinstated, but now named Fort Greene. The "oblong" redoubt at Hudson and De Kalb avenues was now called Cummings. Again, at the old sycamore tree, long standing opposite "the Abbey" (both landmarks gone now, and the site marked by the Montauk Theater), the lines crossed the Flatbush and Jamaica Road, here not yet divided. Upon a hill located between what are now Bond and Nevins, and State and Schermerhorn streets, was placed a new fortification called Redoubt Masonic. The former Fort Greene became Fort Fireman, and Cobble Hill, again fortified, was now named Fort Swift, in honor of the general under whose supervision the whole of these works were constructed. The head of Gowanus Creek again made the termination of the lines on the extreme right. Now, to construct these extensive lines of entrenchment, the citizens of New York turned out with great alacrity, under the impulse of Mayor De Witt Clinton's leadership, as related on page 265 of our previous volume. We learn the particulars of the appearance of the squads of workers at the various localities in Brooklyn from the "*Long Island Star*" and "*Intelligencer*" in their weekly issues. On August 9, 1814, ground was broken at Fort Greene, amid salvos of artillery. One old man, who forty years before had helped to dig the trenches here, came over from New York, and, seizing a spade, declared that his hands should a



second time do their share in defending his country. We mentioned in the other volume how squads of men by trades and professions from the different wards, were sent about to the various points to be fortified by means of the ferryboats, which were now but three months old. On the first day at Fort Greene a number of workers from New York's Seventh Ward labored side by side with some companies from the Regular Army. We read that on the next day the trenches at Fort Greene were thrown up by the tanners and curriers, the society of plumbers, and a large force of exempt firemen. Again the next day a body of medical students was there. Many hands made light work, and the full August moon made the trips to and from the strengthened posts per steamer decidedly enjoyable. But not only did New Yorkers lend enthusiastic aid. On September 3 eight hundred citizens of Newark rode out in wagons to Paulus Hook, crossed the North and then the East River, and seized spade and pickax at the Brooklyn lines; and on September 7 they were followed by nearly two hundred people from Morris County, N. J., who had made a sort of pious pilgrimage of the affair, under the leadership of their pastor. A similar religious cast was given to the movement by a squad composed of members of the Mulberry Street Baptist Church of New York, who came under the guidance of their pastor, the Rev. Archibald McClay. Fort Masonic was so named because here over seven hundred Freemasons, headed by their Grand Master, Mayor De Witt Clinton, sturdily labored with the prosaic shovel instead of the symbolic trowel. Bushwick Reformed Church sent a squad to dig at Cobble Hill and make Fort Swift, the Rev. Mr. Bassett cheering them on. From Flatlands, from Flatbush, from Gravesend, they came to make Brooklyn more secure; while seventy men from Paterson, N. J., under a Revolutionary officer, Colonel Godwin, showed again the good will of distant fellow-citizens. At one time no less than twelve hundred Irishmen came over for a tussle with the shovel, their especial work, by request, being the sodding of the earthworks. New Utrecht was not behind her sister towns in zeal, and on the same date one thousand colored men from New York put in a good day's work. Labor was lightened by the unbounded enthusiasm which brought men hither in such large numbers, and which was stimulated by stirring mottoes, inscribed upon banners as they marched. The Newark men rallied under the sentiment, "Don't give up the soil," its origin plainly to be traced to Captain Lawrence's then recent, and now immortal, dying command. The Masons passed among their ranks as a watchword Lord Nelson's famous signal, modified to their own circumstances: "The Grand Master expects every Mason to do his duty." And upon roads or streets or ferryboats as they marched or rode to the points assigned them, and in the trenches as they grew in strength from the Wall about to Gowanus, the men sang or whistled the words or tune of a

The first of these is the fact that the United States is a young nation, and its history is therefore a history of growth and development. The second is the fact that the United States is a large nation, and its history is therefore a history of expansion and conquest. The third is the fact that the United States is a diverse nation, and its history is therefore a history of conflict and compromise. The fourth is the fact that the United States is a nation of immigrants, and its history is therefore a history of assimilation and integration. The fifth is the fact that the United States is a nation of pioneers, and its history is therefore a history of exploration and discovery. The sixth is the fact that the United States is a nation of entrepreneurs, and its history is therefore a history of innovation and invention. The seventh is the fact that the United States is a nation of reformers, and its history is therefore a history of social and political change. The eighth is the fact that the United States is a nation of idealists, and its history is therefore a history of high aspirations and noble dreams. The ninth is the fact that the United States is a nation of pragmatists, and its history is therefore a history of practical solutions and real-world results. The tenth is the fact that the United States is a nation of optimists, and its history is therefore a history of hope and faith in the future.

song called "The Patriotic Diggers," and which was composed by the author of the "Old Oaken Bucket," Samuel Woodworth. There is no doubt that this boundless enthusiasm would have found expression also in tremendous fighting, had the enemy come. It may well be believed that the Jamaica Pass would not have been left undefended. But the war cloud passed away without bursting in thunder or lightning upon this vicinity, and the sunshine of peace soon changed all the preparations of war into relics for the curious, then into faint traces for the antiquary, till to-day, not a vestige remains but the twin cannon on the plateau of Fort Greene, whose perfect harmlessness only emphasizes how little has been the necessity for providing against similar emergencies in all these eighty-three years.

On the night of St. Valentine's Day, February 14, 1815, residents on Brooklyn Heights saw multitudes of moving lights passing up and down the streets of New York nearly all night long. The news of "Peace" had arrived by packet, and the joy of it was keeping the people out of their beds and upon the streets, carrying torches, lanterns, lamps, and candles. The rebound to prosperity was quickly felt in the city, and the thrill of it could not but pass across the East River. The time was now hastening on to the first round of the ladder of Brooklyn's municipal greatness. In December of that same year the dwellers about the ferry came together to consider the advisability of making an application to the Legislature of the State for a bill to incorporate a village. It being deemed advisable, public notice was given by Andrew Mercein, the Chairman of the meeting, and Alden F. Spooner, Secretary (editor and publisher of the *Long Island Star*), that such application would be made. The next step was a meeting of the inhabitants on January 8, 1816, at which a committee was appointed to draft the petition to the Legislature, and also the proper bill. The committee consisted of Messrs. Thomas Everitt, Alden F. Spooner, Joshua Sands, the Rev. John Ireland, and John Doughty. They met on January 9 at the residence of Mr. Hezekiah B. Pierrepont, on the Heights. A few weeks were spent in getting the papers into proper shape, so that it was the beginning of February before they came up for action in the Legislature. The Senate passed the bill submitted on March 13, 1816, after which it was sent to the Assembly, where it was referred to a committee, of which B. F. Thompson, the historian of Long Island, was chairman. The regular routine having been gone through, the act that made Brooklyn a village was passed on April 12, 1816. The village was to have a governing board of trustees consisting of five members. These and three assessors were to be elected by all the inhabitants, freeholders as well as others, qualified to vote at the town meetings, the election to be held on the first Monday of May each year. The Board of Trustees thus popularly elected chose its own President, Treasurer, Clerk, and Collector. The first trustees were named by the act, so that the in-

corporation could go into effect at once, and these were to hold office until an election should be held regularly on the first Monday in May, 1817. These first appointed Trustees were Andrew Mercein, John Garrison, John Doughty, John Seaman, and John Dean, in which list we note a remarkable absence of Dutch names. On April 29, these village dignitaries took the oath of office, and holding their first meeting on May 4, that date may be regarded as marking the beginning of village life for Brooklyn. In June a seal was designed by Trustee Garrison and adopted by the Board, which did not display any very great ingenuity of invention, nor require great skill in draftmanship. It was nothing but a star encircled by the legend: "Corporation of Brooklyn," which must have gratified the editor of Brooklyn's leading journal. More material improvements did not fail to gain the attention of the Board. A portion of the sides of the Old Ferry and New Ferry Roads (Fulton and Main streets) were set off from the rest of the roadway by means of curbs, made of plain boards, perhaps a half a foot or less high. The space thus separated was filled up to the top of the curbs with good dry gravel, thus furnishing Brooklyn's first sidewalks. In keeping with this measure for comfort and cleanliness, a decree was promulgated by the village powers putting an end to the indiscriminate promenade of hogs, creatures whose propensity to "root or die" paid small respect to the carefully prepared sidewalks. Another grateful action was the ordinance to decorate the new village with signboards on the corners of its budding streets, and thus the resident or visitor could learn (by an effort of memory always, not by any logical sequence) where Pearl Street was, and in which direction he was to proceed thence to get to Adams, or Hicks, or Sands, or Middagh streets, all of which names, and more also, were in that memorable year inscribed upon their appropriate boards. These provisions were all very praiseworthy and gratifying to the villagers, although there had been much opposition to the incorporation scheme. A great many people too disliked the idea of having the Trustees thrust upon them by act of Legislature. It outraged the sense of home rule, and it does seem as if the town could have existed without a Board of Trustees from April 12 to May 4, until, on the latter date, the people could have elected the Trustees themselves. The postponement of the election for a whole year disgusted the villagers; and when the incumbent Trustees attempted to restrict the suffrage by an amendment to the charter, indignation rose to the topmost point. Evidently the officers wished to remain in power, and they were aware of the prevailing sentiment against them. Their impolitic proposal brought the opposition to a head and increased its numbers, so that not only did the remonstrance against the amendment convince the Legislature, but the Trustees were entirely defeated at the first village charter election in May, 1817. Not one of the five was re-elected; those first holding places in the Village Board as

the result of the suffrages of their fellow-townsmen, being William Furman, Henry Stanton, Tunis Joralemon, Noah Waterbury, and Samuel S. Birdsall. Again we look in vain for names suggesting recollections of the fathers of the hamlet Breuckelen, for even then the influx of enterprising settlers from New England, indirectly as having first planted themselves in a former generation at the east end of the island, or directly by emigration thence now, had begun to swamp the ancient Dutch. And we must clearly bear in mind that Brooklyn as a village did not embrace that part of the township where Breuckelen began. That historic spot was reserved for vindication as properly the heart and center of municipal being to a much later date, when the glory of the city had reached its zenith. The village bounds may be roughly described in modern terms by saying that they followed the line of Red Hook Lane, carried by the imagination through the intervening blocks to Atlantic Avenue; and of Atlantic Avenue down to South Ferry. Starting from Fulton Avenue in the other direction, the line went from Red Hook Lane to Wallabout Bay, cutting obliquely across the series of streets from Pearl to Hudson or Navy, and so to the East River again.

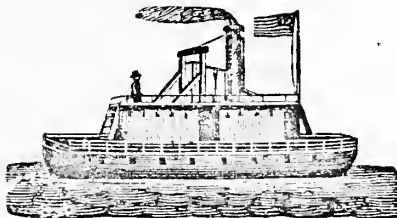
By the exercise of a most commendable and astonishing industry and care, Dr. Stiles, the historian or annalist of Brooklyn, has prepared for those readers whose patience can in some measure approach his own, a series of five or six "walks" through various portions of Brooklyn village and township in the year 1816. As we take our place by his side we see the old conditions rehabilitated. From street to street we go, and see again this house or that orchard; some old Brooklynite's residence; the headquarters of some Revolutionary worthy; some forgotten church building or public hall, wiped away by the march of improvement; a spot made memorable by the stay of a distinguished foreigner; with full accounts of the lives and acts of men prominent in the counsels of the village, the promoters of its early trades and industries, the founders of its churches, the originators of its world-famous Sunday-school system. We have neither the scope nor the inclination to go into details so minute, for the present history is not for Brooklynites alone, but is intended to interest general readers in Brooklyn. We shall therefore find it profitable to glean a few of the more interesting items, and attempt in briefer outline to gain an idea of the picture so elaborately set forth. There is no need to mention again the two ferries, now so familiar as Fulton and Catharine, the Jackson Street Ferry not having come into operation till the year after the incorporation. From these two ferries roads, or streets, ran up toward the high ground now along Sands Street, meeting (as do now Fulton and Main streets) just before the highest point was attained. On these two thoroughfares the houses clustered most thickly. Francis Guy's famous "Snow Scene," depicting the Brooklyn of a few years later, shows the rear of the dwellings

facing on Fulton above Front Street, with a distant glimpse of teams passing Front in Main Street, and furnishes vistas along Front and James streets, where resided some of the prominent people of the village. The houses are mostly frame; tapering poplars stand like sentinels at the distance of a few feet from their fronts; in the background, looking toward Columbia Heights, a few scattered houses crown the lofty hills. Almost the first thing that met the gaze of the visitor who had landed at the steamboat dock, or had climbed the stairs from a rowboat, was the market, standing squarely in the center of the Old Road, hardly fifty feet from the slip, its long, untidy, straggling buildings stretching up as far as Elizabeth Street. There were six stands in it, occupied by as many butchers, who were famous citizens in their day, and became men of substance in body as in purse. The proximity of their slaughter-house was not a desirable feature. The hardware store of Birdsall & Bunce, on the upper corner of Front and Fulton streets, was also a center of interest for the community as the Postoffice, Mr. Joel Bunce serving his country and his neighbors in the capacity of Postmaster. It must not be forgotten, however, that Mr. Thomas Kirk had occupied this corner with his printing and newspaper office when he published the *Courier*. Towering above the ferry landing, the market, and the lowly dwellings on the left side of the Ferry Road going up, were the Heights, which the art of man and the mighty street-maker have never been able to rob of their glory. Still, at Columbia Street, the steep pitch is in evidence, and along Furman we must crane our necks from the opposite side of the street to get a bare glimpse of the houses whose yards come down in gigantic terraced steps to the lofty granite wall rising perpendicular to the lowest grade of the gardens. Upon the hill then in pristine boldness, washed at its foot by the waves of the East River, whose shores were innocent of wharves, there resided merchants or landholders who had accumulated wealth and were disposed to enjoy the fruits of it in elegant mansions, whose piazzas and windows commanded a prospect of unrivaled beauty. Ludlow, Hicks, Waring, Middagh, De Bevois, Pierrepont, Joralemon, these were some of the names whose sound is still familiar to our ears, as denoting streets that have been run through their property. There was a road along the shore under the heights, and here and there a shop or dwelling house, or slip for landing. One man evaporated the salt water in shallow vats; another was a famous boat builder; a third was a waterman, with pumps and casks galore, who would go out in his scow or piragna, and supply the shipping in bay or river with fresh water. About at the foot of what is now Orange Street was a dock for the accommodation of men in the milk business. Another dock jutted out into the stream about halfway between Clarke and Pierrepont streets, and further south a third one, owned by Samuel Jackson, which bore three wooden storehouses. Large

stretches of the original shore and beach intervened between these invasions of human ingenuity and business. There large rocks received the impact of the tides and waves, which advanced and receded over a gravelly beach; and at specially high tides with westerly winds, the shore road would often be covered with water to such an extent as to be impassable. At the end of this road, where a break in the heights allowed a turn of it back into the interior and among the farms, about where Joralemon Street is now, was Pierrepont's Distillery, which had been Philip Livingston's in earlier times. Here, again, were docking facilities, a large wharf jutting out into the river. Upon this were erected wooden storehouses, but what was of peculiar interest, and a conspicuous and odd feature of the landscape, or river-scape—a windmill stood to invite the winds of heaven to grind grain for distilling purposes, just as in old Schiedam, the home of "Schnapps," and redolent with gin, windmills are made to serve that purpose, and, therefore, abound and overshadow the quaint little town with their multitude and their gigantic proportions.

Passing up now over the brow of the hill on the Old Road, or Fulton Street, we find it turns to the right sharply as it does now. A pleasing view is afforded by a row of high and spreading ancient elm trees, reaching all the way from Orange to Clinton streets. It was the de-

light of Talleyrand, the great French wit, cynic, diplomat, to walk under these trees and watch the farm wagons coming into town. He lodged for a while in a house on Fulton Street nearly opposite Hicks, finding it doubtless expedient at that time to court obscurity, and shunning even the drawing-rooms of New York society. On the return of wagons from New York, he would often request a ride into the country, feasting his eyes upon the fertile fields of Flatbush, Flatlands, and the other towns. And that his interest in what he saw was an intelligent one is evinced by the fact that he persuaded the farmers to try the cultivation of the Russian turnip. We find that elm trees were by no means the only kind that were prized by Brooklyn's villagers. Brooklyn, even as a city, is much more saving of this delightful feature, and presents many more thoroughfares lined on both sides and for long distance with trees, than New York. But in these early days of village life the view from the river as one crossed



New-York and Brooklyn Ferry.

SUCH persons as are inclined to compound, agreeable to law, in the Steam Ferry-Boat, Barges, or common Horse Boats, will be pleased to apply to the subscribers, who are authorized to settle the same.

GEORGE HICKS, Brooklyn,
JOHN PINTARD, 52 Wall-st.

Commutation for a single person not		
transferable, for 12 months,		\$10 00
Do. do. 8 months,		6 67
May 3, 1814		6m.

COMMUTATION TICKET.

over, or a promenade through its rural thoroughfares, revealed a wealth of foliage, and a considerable, if not a boundless, contiguity of shade. Elms and mulberry trees, locust, willow, cedar trees spread their branches over the roadway, and kept the too fierce sun from beating upon the cozy dwellings. A feature not so happy was a rage for poplars between 1813 and 1818, when these tall and gawky trees shot up in front of many a house, only to die soon at the top and present ghastly decay instead of verdant beauty. On the side of the way opposite to that fine row of elms on Fulton Street, we find a few houses worth noting in our rapid survey. Some of these were large and roomy, occupied by New York business men. Turning the corner at Nassau Street, we learn that the pressure of misfortune has reached some of the people of the prosperous village; for, on Nassau Street, about one hundred feet this side of Jay, a large frame building announces itself as the village "Almshouse," having a two-acre garden around it. Coming back to Fulton Street there appears before us, a little north of the corner of Nassau, a long one-story-and-a-half house, built of bricks brought from Holland. The Provincial Assembly in colonial days had met here once or twice when small-pox visited New York, and it had been General Putnam's headquarters during the Battle of Long Island. None of the streets that we pass extend very far, nor are built upon, much beyond Washington Street. Myrtle Avenue was not yet, but there was a Myrtle Street, laid out rudely a short distance to the left of Fulton Avenue. Near the corner, upon some high ground, was a dwelling house, in which was kept a grocery store, surrounded by a garden where the proprietor entertained picnic parties. All the way from this house to Wallabout Bay, no houses were in sight. Yet the region along High, Nassau, Concord, and Myrtle, toward the Wallabout, was the very "Olympia" laid out so elaborately, with such convincing arguments that here was the place for a great city.

Going on now for a brief glance at our original Breuckelen, we discover but few houses on either side of the road from Joralemon Street and beyond. The Dutch Church has been cleared out of the way, and its successor stands now, as we shall soon see, upon the spot familiar to many of us not so very old. But the graveyard still remains, and some vestiges of it turned up when a great emporium was built upon its former site only a few years ago. Near the junction of Joralemon and Fulton streets, where now the County Courthouse stands, was a famous pleasure resort known as the Military Garden. Musical and histrionic art for Brooklyn began its history here. The de Bevoises, descendants of Brooklyn's earliest schoolteacher, disgusted by the advance of population toward their farm on the heights, near Pierrepont Street, sold it to Hezekiah B. Pierrepont for \$28,000, and went further out into the country. They built a house on the site of what many of us have later known as "The Abbey" (by name, if not otherwise).

on Fulton Avenue, near where the present Flatbush Avenue forms a junction with it. At that time Fulton Avenue did not go on past this junction, but the Jamaica Road turned toward Flatbush, and did not deflect on its way eastward until about opposite the junction of Fifth Avenue (then the Gowanus Road) with the present Flatbush Avenue. The de Bevoises were a peculiar pair of brothers. They cultivated the strawberry with great assiduity and exclusiveness, refusing to give slips of their plants to anybody, and thus securing almost the monopoly of that delicious berry in the New York markets. To the de Bevoises must be traced the origin of a street cry which fills the air of a summer night to this day, and is a domestic feature as unique to Brooklyn as the song of the gondolier to Venice. Who that does not occupy quarters too oppressively aristocratic, where human kind mingle genially instead of trying to keep away from each other, but has listened with delight, feeling that indeed he was at home in his own city, to the cry, "Hot corn, hot corn!" The cry was started, and the peddling of this palatable viand on summer evenings was begun by Mr. de Bevoise's Black Peg. As early as 1807 or 1808, this had become a feature of Brooklyn life. The fresh young corn, hot from boiling, and running with the melting butter, was sent around town by the thrifty brothers, under the care of their negro slave Margaret or Peggy. There was a quick response to the cry from the watery-mouthed denizens of the village, and the great city has not yet outgrown its taste for the corn, or its delight in the cry.

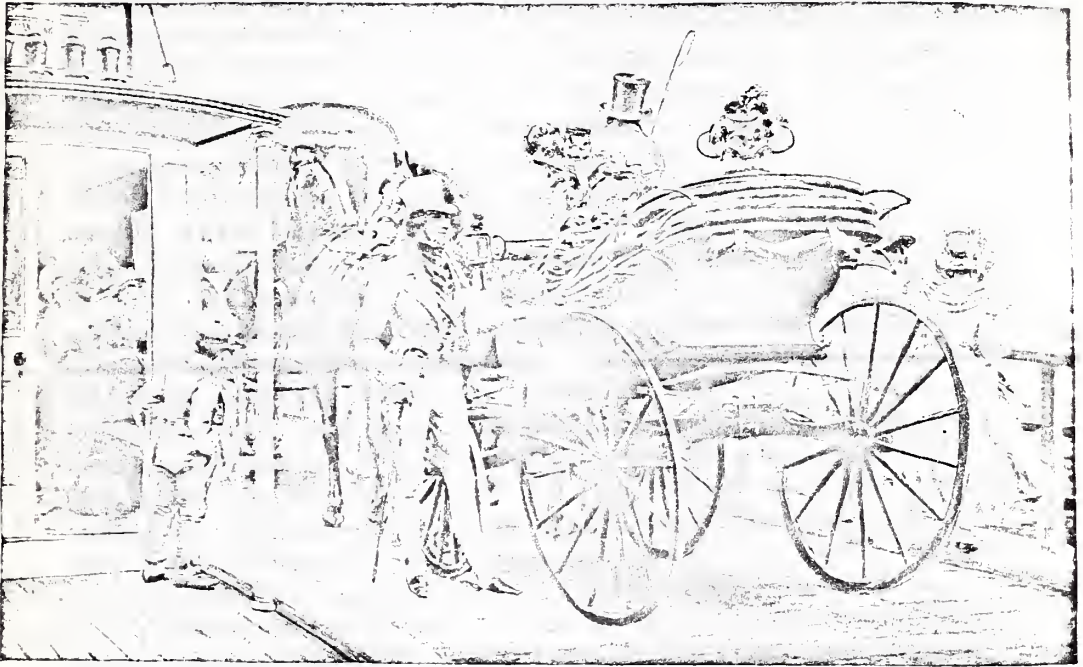
This brief survey of the village of Brooklyn must suffice, and now we must hasten on with an account of events that filled up the interval between its incorporation as such, and its attainment of the dignity of city life. As population increased the necessity for care that the people's health be guarded increased also. One of the earliest measures of the village government was to appoint officials whose special function it was to remove dirt and filth from the streets; but there were paved streets as well as unpaved ones, and it seems that the former alone were embraced in this salutary provision. There was no less dirt and filth on the others, and diseases bred, therefore, as they did in the more densely populated city across the river. When the yellow fever ravaged New York in 1822 and 1823 Brooklyn had its share of cases. The pest raged particularly in the neighborhood of the docks and dwellings at the foot of the heights, where ships infected with the disease landed and discharged cargoes, and where stores of perishable goods spread insupportable stench. In 1824 the Legislature incorporated a Board of Health for Brooklyn, and in 1830 a dispensary was established. A year or two later plans for supplying the village with water were proposed, but not acted on. By uniting several springs on the East River shore, and pumping the water by the action of the retiring tide, as mill wheels were turned, it was thought a reservoir placed at the terminus of Cranberry Street, at the

highest point on the Heights, could be kept filled with water, whence there would be "head" enough to send water into dwellings in every part of town. In 1820 several small markets had sprung up in various portions of the village, and it began to be thought that the lowlands or mudflats along the river shore should be permanently invaded by streets and buildings, after raising their level by soil from the hills. Such important and well-populated streets as Front and Hicks were still in a condition that left much room for improvement. Street-lamps were not generally provided by the public government, and they had not spread as far as the junction of Main and Fulton streets. In 1821 the village contained six hundred and twenty-six houses, and two years later there were eight hundred and sixty-five. In all the town there were a little over a thousand, of which not quite one hundred and fifty were of stone or brick. A great novelty it was for the denizens of the village when the first "skyscrapers" of that day were erected. They were a row of two brick houses, arranged for stores beneath and dwellings above, built on Fulton Street, on the right-hand side, opposite the junction of Main and Fulton. They attained the then extraordinary height of three stories, and were ready for occupancy on January 1, 1824. A year or two before, however, that dizzy elevation had been attempted, but only the fronts of the houses were of brick. In 1822 the Village Board ordered the numbering of houses on Fulton, Main, Front, Hicks, and High streets, the owners to pay for the improvement, with the usual result that it was done and not done, and it was harder to find a house with a number than one without. Seven years later the authorities set about correcting the numbers of the houses, with the good result that a directory was now possible, which was published by the *Star* management. At first, gravel sidewalks with curbing were laid along both sides of Fulton, as had been done in Main Street; but in 1825, flagstones were first utilized for the purpose. In the year 1824 the village, in addition to its Almshouse, bought a poor-farm near Fort Greene for \$3,750. This was outside of the village bounds, and presumably the benefit was to be shared by town and village. It was not easy always clearly to distinguish between the two, and the difficulty lay in regulating the affairs of a populous village by laws applicable to the limited numbers of a town. Hence, a committee of village and town met in 1828 to consider the adjustment of relations, and the adoption for the village of modifications in town laws so as to make them suitable for its enlarged being. In this same year, 1828, it was proposed to the Board of Trustees to light Fulton Street with gas, at \$14.31 per annum for each lamp.

Municipal progress was both attended and caused by the vigorous advancement of the community in the lines of business and industry. In a community of over seven thousand souls, having its own enterprises of commerce and manufacture, as well as those which were.

so to speak, an overflow from the superabundance of New York, it became necessary to facilitate financial transactions. Hence, in 1824, we see that the first bank was organized and incorporated. It was called the "Long Island Bank," inviting thereby the patronage of residents outside of the village. The first directors, as mentioned in the act of incorporation, were Messrs. Leffert Lefferts, Jehiel Jagger, John C. Freecke, John C. Vanderveer, Jordan Coles, Silas Butler, Fanning C. Tucker, Jacob Hicks, Henry Waring, Nehemiah Denton, Elkanah Doolittle, Thomas Everitt, Jr., and George Little. Mr. Lefferts was chosen President of the bank, which he served in this important capacity for twenty-two years. A few months later steps were taken to establish a second bank. The movement was headed by one gentleman of Jamaica and another of Flatbush, and three of Brooklyn. Its title was to be the "Long Island Farmers' and Mechanics' Bank," and it was to be located in the village of Brooklyn. Three years later saw the organization of the "Brooklyn Savings Bank," of which Adrian van Sinderen was President. He, as well as the other officers, served without compensation. In 1832 the "Brooklyn Bank" began its career, and, as it does not appear that the scheme of the Farmers' and Mechanics' Bank came to maturity, it is put down as being the second bank established in the city. A financial institution naturally following in the wake of these was a fire insurance company. The "Brooklyn Fire" was incorporated and began business in May, 1824, on the corner of Front and Dock streets. William Furman was its first President. That commerce was turning its course toward the shores of Brooklyn, making it play its part in the great harboring facilities afforded by bay and river, is shown by some shipping statistics of the year 1824. On July 1, there were lying moored at the wharves in front of the village eight full-rigged ships; six hermaphrodite brigs, three masted, one square-rigged; ten brigs, twenty schooners, and twelve sloops. Such progress in shipping business necessitated accommodations for custom house purposes, and Collector of the Port Jonathan Thompson caused to be erected (in 1823) a three-story fire-proof warehouse on Furman Street, at the river's edge, near the foot of Cranberry. This was the first bonded warehouse established in Brooklyn. A new market was provided for the convenience of householders and farmers in James Street, which ran in the rear of Fulton Street houses on the left going up from the ferry, but which has been recently obliterated by the bridge approaches. Statistics of industry in the village days are of interest, as showing the remarkable activity in various lines of manufacture and trade. There were eight rope walks and seven distilleries in 1824. There were tanneries, white-lead factories, a glass works, a floor-cloth factory, a pocketbook factory, a comb factory, sealskin factory, seven tidemills, two windmills, seventy grocery and drygoods stores, two printing offices. Real estate in the village in 1824 was assessed at

no less than \$2,111,390. The business thrift and increasing population naturally led to a rise in prices for lots. These, at a distance of two miles from the ferry, sold for the fabulous sums of from \$60 to \$200 each! A large property, before used as a pleasure garden, at the junction of Flatbush and Jamaica Roads, was bought for \$57,000 in 1833, and realized nearly \$70,000 when sold in lots at auction. The matter of transportation received some attention also during this period. In 1819, Messrs. Bedell and Gibson announced to the public that they would run a stage or wagon, "as circumstances may require," from the ferry to the east gate of the



A BROOKLYN FERRYBOAT OF ABOUT 1820

Navy Yard, established in 1801, as we shall notice presently. The distance was advertised to be one and a half miles, fare 25 cents, but if there were more than two passengers, the rate was only 12½ cents apiece. In May, 1820, the people of the village began to enjoy the luxury of a daily mail to New York and Jamaica, their privileges that way reaching only a semi-weekly service before. The Postoffice was moved in 1824 from the corner of Fulton and Front streets, a little further up the former, to a stationery store opposite Hicks Street. In 1829, Adrian Hegeman became Postmaster, and held the office for twelve years.

Meanwhile, what was going on among the people themselves, aside

from their civil and business life? Amusements were not to be forgotten. In Guy's picture we find marked a house on Front Street, second from the corner of James, which is called Mrs. Chester's "Coffee Room." The history of the stage in Brooklyn begins with this modest resort, as the "cradle of the drama." Here, in the long room, Brooklyn's best people used to come to be entertained by young George H. Hill, "Yankee Hill," in recitation, song, war dances. Hill had graduated as a "super" from the Park Theater in New York, and was but fifteen years old in 1824. At the Military Garden mentioned above, near the junction of Joralemon Street with Fulton Avenue, a great attraction appeared in the Assembly Room in the person of the colored comedian, John Hewlett, who had learned to imitate the actors Cooper and Cooke, having been their valet. More satisfactory histrionic exhibitions, however, were provided in 1826 at Mrs. Chester's Coffee Rooms by companies from New York theaters, who were "off" for a week or more from their own boards. In 1828 a large frame building was erected on Fulton Street, below Concord, which was intended for equestrian displays, or, to be plainer, a circus. It was called the "Brooklyn Amphitheater." Fortune forsook this ambitious enterprise, and the Amphitheater was changed into a theater. It did not last long. Its final scene was an audience without a play to entertain it, which, naturally, produced an uproar and a precipitate vacating of the premises. So the people of Brooklyn were fain to get amused as well as they could at Du Flon's "Military Garden" aforesaid. Its Assembly Room, after being provided with a stage, could accommodate an audience of eight hundred people. A more sinister feature of the town was the diversion of a low character sought by young men in the abundant taverns of the place. In 1831 there were one hundred and twenty-eight places licensed to sell liquor, which provided a tavern for every thirty-two male inhabitants. It is no wonder that dissipation was prevalent, and that a contemporary writer, who was familiar with the facts, declares that three-fourths of the prominent young men of the village were destroyed in reputation and life by the habit of drink.

Yet the best remedy for the deterioration of morals and character, the schools, was already in flourishing operation in Brooklyn. At the beginning of the century a good school, with two teachers and sixty scholars, was maintained at the Ferry. In 1810 there were two or three schools besides, held at the houses of the teachers. There was also the "Brooklyn Select Academy," taught by John Mabon, who went a little beyond the common branches. But hitherto the idea of providing instruction free of charge to every child in the community had not yet taken hold of the people on this side of the river. As in New York, so in Brooklyn, the idea of free instruction at all arose in connection with religious charity; neglected children, from irreligious homes, not identified with churches, must be re-

claimed and educated by means of voluntary gifts of money by Christian people. In 1813 a number of pious women established a school called the *Loisian Seminary*, taking as its patron saint, Lois, the grandmother of Timothy. Here poor children were to be taught the common branches, and the girls sewing and knitting, free of cost, a suitable room in a private house being provided. Young ladies were expected to give their services as teachers; of twenty-four thus accepted, two by two took their turns each week; one of the five trustees (all ladies) taking her turn each week to act as superintendent. Mrs. Sands was at the head of this enterprise, which continued in active operation during five years. By this time the volunteers had exhausted their zeal, and now a salaried teacher was engaged. In 1816 a public meeting was held to consider the project of a public school on a larger basis than this benevolent enterprise. Andrew Mercein, John Seaman, and Robert Snow were elected a Board of Trustees, with John Doughty as Clerk. Relations were at once established with the Loisian Seminary, and steps taken to bring over this school under the general system, and utilize it till building and teacher could be secured. A frame schoolhouse was built on the corner of Concord and Adams streets, the expense for house and lots being laid as a tax on the inhabitants. John Dikeman was the first teacher of this school, which was called District School No. 1, and upon the site of which Public School No. 1 was built later. Even yet, however, the vicious principle of discrimination prevailed, for the Trustees were authorized "to exonerate from the payment of teacher's wages all such poor and indigent persons as they shall think proper." Schooling was not yet free to all; to some it was a "charity." In 1827, at a meeting of citizens, it was resolved to erect a female seminary of learning. This resulted twelve years later in the incorporation of the "Brooklyn Collegiate Institution," which spent its whole capital of \$30,000 in building a fine structure on Hicks Street, familiar to a later day as the Mansion House; for the Seminary had to be abandoned and the building became a fashionable boarding-house. As another important educational movement may be recognized the organization in 1833 of the Brooklyn Lyceum, for the promotion of moral and intellectual improvement. P. W. Radcliffe was its first President. In 1827, No. 2 of the District Schools (becoming No. 7 when those of other "neighborhoods" in the township were ranked with those of the village), was begun in a rented frame house corner of Adams and Prospect streets. The Lancasterian plan of teaching was pursued here as in No. 1. In 1838, No. 2 (then No. 7), was removed to a building on Bridge Street near Plymouth, and again, in 1840, to its present location, Bridge and York streets. In 1830, District School No. 3 (later No. 8) was started in the Dutch Reformed Schoolhouse on Midagh Street. Here children of the church had been taught under the care and at the cost of the officers of the society, if unable to pay

for tuition. The building was now transferred to the uses of the public school system.

Such then was the village of Brooklyn in several of its features during the years that it was such, or from 1816 to 1834. In the latter year it was ready to take its place among the cities of the Union. When it became a village its population was less than five thousand; in 1820 it was approaching eight thousand; in 1825 it was past ten thousand; in 1830 it had exceeded fifteen thousand souls. As early as December, 1825, a public meeting was called to discuss the question of incorporation as a city. But the proposition was overwhelmingly defeated, and, in disgust, the attendants voted to adjourn any such meeting for twenty-one years. In 1827, and again in 1833, a project was broached that is peculiarly interesting to us of the present day, namely, union with the City of New York into one city corporation. In the latter year a bill for incorporating the City of Brooklyn was brought before the Legislature of the State, and passed the Assembly, but the strong opposition of New York City caused it to be lost in the Senate. The next year, 1834, the people were again before the Legislature, and finally, on April 8, the bill was passed and became a law, which made Brooklyn a city.

The history of a city which has for several decades proudly borne the title of the "City of Churches," certainly requires a careful, however brief, survey of the organization of church societies and the erection of church buildings belonging to the several denominations, during the period now under consideration. And it is eminently proper we take up, to begin with, the fortunes of our ancient landmark, so placidly obstructing the tide of travel on the Jamaica and Flatbush road, between the present Lawrence and Duffield streets. It stood there yet, with characteristic Dutch pertinacity, when the nineteenth century opened. But, in 1810, the church was removed, a new one being built on Joralemon's Lane, now Joralemon Street, where many of us have seen its latest successor, but where now an open space suggests a little park. The building first erected here in 1810 was not much of an improvement in the way of architecture upon the older one, being of gray stone, with small windows, and a heavy square tower. Where the City Hall now stands was an open field, so that the church could be seen from afar. Thus at the time of the incorporation of the village, the old Brooklyn Church was well within the village boundaries. The plan which had bound the churches of the various towns together under one management and pastorate was broken up soon after the present century began. In 1802, the Rev. John B. Johnson was called as Pastor for Brooklyn alone. English preaching had now been in vogue for nearly ten years, and even in the country churches the Dutch language was not used at all of the services. The next church in importance, as well as in historical order, was St. Ann's Episcopal. In 1805 a stone church was erected on

ground donated by Mr. and Mrs. Joshua Sands, on the corner of Sands and Washington streets. A powder mill exploded in its vicinity in 1808, and ever after that the people were suspicious of the strength of the walls. Hence, steps were taken to erect a new edifice, which was dedicated in 1825. The Rev. John Ireland, whose name we have already met with in connection with important movements for the public good in the village, was the first rector. Among his successors in the early years of the century were the Rev. Henry U. Onderdonk, who became Assistant Bishop of Pennsylvania, and the Rev. Chas. P. McIlvaine, who became Bishop of Ohio. The parsonage of the church was at the corner of Clark and Fulton streets. As the village grew in population other Episcopal churches followed in the wake of the mother church—St. John's, on the corner of Washington and Johnson streets, in 1826; and St. Paul's, organized in 1833 as a mission of St. Ann's, in Middagh Street, but removing to a building of its own and with a separate organization, in Pearl Street, near Concord, in 1834. In 1810 the Methodist people had so increased that their old church was too small, and a new building was put up on the Sands Street site. Ground for a parsonage back of it, fronting on High Street, was donated by Mr. Joshua Sands, of St. Ann's, whose liberality was not limited by denominational lines. In 1817 the colored members of the church organized a church of their own. Six years later the mother church sent out another daughter enterprise, organized then into the York Street M. E. Church. In 1831 the Washington Street M. E. Church was added to the other societies, giving to the Methodist persuasion a prominent place among the Christian people of the village. At the beginning of the century no separate church organization had been provided for townspeople of the Catholic faith, and very few were found here. It was not till 1822 that they were numerous enough to think of establishing a church and parish of their own; before that, the pastor of St. Peter's, in Barclay Street, New York, regarding them as under his pastoral care. A meeting was held at a private house on the corner of Washington and York streets, at which it was discovered that at least seventy were in a condition to contribute money or labor toward erecting a building. Eight lots were bought on the corner of Jay and Chapel streets, and, in August, 1823, the edifice was ready for consecration and occupancy, the Bishop of New York officiating at the interesting service. The church was called St. James's. Among those active in this enterprise as a layman was Mr. George McCloskey, who had a farm near Fort Greene, and was in the milk business. His son was destined to become Archbishop of New York, and to be honored with a cardinal's hat. Churches of the Presbyterian order were long represented solely by the Dutch Reformed Church. But, in 1822, the Presbyterians themselves came to the foreground in Brooklyn village, and organized the First Presbyterian Church, occupying the ground later made world-

famous by Plymouth Church, on Orange Street. These were the days when the Presbyterians were apt to stand arrayed against each other as of the old school or new school, and hence another "First" church comes in to confuse the record. After that, in 1831, a Second (or was it Third?) was organized, and in 1834 was able to occupy a fine brick edifice on Clinton Street, near Fulton, now covered up in front by arrangements for a store, but yet in the rear retaining its old form, though turned to secular uses. The Baptists began churchwork in Brooklyn in 1822, and, after long worshiping in private houses, and in the district schoolhouse on Middagh Street, the "First Church" built for itself in 1826 a meeting-house on Pearl Street, between Concord and Nassau streets. In 1830 a "Second Church" was organized, which built a house of worship on the corner of Tillary and Lawrence streets in 1834, the year of the beginning of the city. Although the "Independents" were early in the town, and, as we saw, before the end of the eighteenth century had a little building on the spot afterward occupied by St. Ann's and its burying-ground, and now by the St. Ann business block on Fulton Street, it seems they were too independent to be adhesive. Hence the sale of the meeting-house to St. Ann's people, and not till ten years after Brooklyn became a city was the first Congregational church organized. We have seen that the village was well supplied with churches, yet the increase was most rapid only after 1820, so that not many years after 1834 Brooklyn could with justice be given the name it has since borne of the "city of churches," the term being prevalent certainly about the year 1840.

In the same year that Brooklyn became a village began that feature of her social and religious life so conspicuous and so unique, the Sunday-school work. New Orleans may have her Carnival Day and New York her Evacuation Day, but neither of these municipalities can equal in the enthusiasm of celebrating those events that which possesses the whole city of Brooklyn when her "Maywalk" of the Sunday-schools comes around; when armies of children, almost as numerous as those constituting the "Children's Crusade" in the Middle Ages, march through her streets, reviewed by the most distinguished people of the Union, from the President of the United States down to men of less official standing, but often of greater personal repute. In December, 1815, a Sunday-school for the instruction of slaves was inaugurated at Flatbush. In March, 1816, a Sunday-school for negro and other children before neglected, was in operation in Brooklyn. It seems that reading and writing were taught as well as religious doctrines. The plan was subsequently modified, with less, if any, of secular instruction, and all the efforts bent on morals and religion. As the result of a public meeting the "Brooklyn Sunday-school Union Society" was organized, with Joshua Sands as President, Andrew Mervein and Abraham Remsen

as Vice-Presidents, Thomas Sands, Treasurer, and Rector Ireland, Secretary. Sessions of the school, under the former less organized régime, had been held in Thomas Kirk's printing office, which he had moved from the corner of Front and Fulton streets to Adams, between High and Sands. With the new impulse now given, larger quarters were needed, and District School No. 1, at Concord and Adams streets, was utilized. There is a hiatus in the record for a while, and the enterprise seems to have been suspended. In 1818, the Episcopalians organized a Sunday-school of their own. In 1821, a stimulus to renewed effort was given by the example of New York. All the denominations combined in the endeavor to maintain one school where children could be gathered together from the streets on the Sabbath and taught divine truth. But as the movement continued to meet with even greater success, the one schoolhouse became too limited, and, after 1823, the different churches adopted the practice of having their own schools.

It has been sufficiently indicated that, when throughout this period of 1800 to 1834 we speak of Brooklyn township, we embrace more than when, in 1816, we begin to speak of Brooklyn Village. Outside of the village the neighborhoods of the town were as yet distinct from it, and distinct from each other. Such was the case even with the Wallabout, otherwise so closely contiguous. In the history of the Wallabout, as yet separate from that of Brooklyn, the first thing that looms up is the establishment of the Navy Yard. This took place in the very first year of the century, or, in February, 1801. A Mr. John Jackson had bought an extensive territory here from the Remsen family, and upon this he erected a dock and shipyard. The government bought about two hundred acres, but leased the ground to some one for a number of years without putting it to the uses intended. It was not indeed till 1824 that the Secretary of the Navy, in a report to the President, recommended that a first-class navy yard be established here, and the admirable appointments seen there now all date subsequently to that year. In 1805, the Wallabout, by a single simple construction, came to be on the highway of travel between a populous and prosperous part of the Island and the ferries at Brooklyn. Before 1802 the Flushing people were wont to travel to Brooklyn via Jamaica and the Jamaica Road, through Bedford to the ferries. At that time a Mr. William Prince, of Flushing, combined a number of gentlemen into the "Flushing Bridge and Road Company," who built a causeway and bridge over the salt meadows at the head of Flushing Bay. This reduced the distance to Brooklyn by four miles. The farmers now came through Newtown, and so, by the Cripplebush Road, still through Bedford. In 1805 the enterprising Mr. Prince saw a chance to cut off another three miles, by a causeway and bridge over the meadows or flats at the Wallabout Cove. He organized the "Wallabout and Brooklyn Tollbridge Company." Leaving the Cripplebush Road about

where Flushing Avenue is now, the new road led toward the hills, of which Sands Street now forms the ridge. The bridge and causeway extended from the end of Sands Street to about the corner of Flushing and Portland avenues, where was the tollgate. Naturally, this diversion of traffic hitherward caused a nucleus of the later city to gather here. Mr. Jackson's ship-carpenters had already built a number of little dwellings in the vicinity. In 1830, there was population enough to constitute it a village by itself. In 1832, streets were laid out. The Old Mill Pond, which had covered the space of the present City Park, was now no more. A ropewalk stretched from Classon Avenue to Graham Street, and its employees came to swell the number of residents in 1830.

Turning now for a brief glance at the history of the component towns we shall find but little to record in the way of secular matters, and we shall observe the breaking up of the curious collegiate system, which had hitherto made of them all one ecclesiastical unit. Even in the nineteenth century the dwellers in Flatbush had not forgotten the fatherland. In 1801, John C. Vanderveer, whose farm was



REV. DR. JOHN H. LIVINGSTON.

in the southern portion of the town, near the Flatlands line, engaged competent mechanics to build him a mill, such as abounded in Holland, and did such splendid service there. A solid foundation wall of stone was laid, rising three feet above the surface. Upon this rose a framework of immense oaken timbers, twenty-eight feet high and two and a half feet thick. This was carried to a height of four stories, so that the flat country in the vicinity could be surveyed from its top far and wide. The crossbeams for the attachment of the sails, or the arms to turn with the wind, were twenty-six feet long. They turned three sets of stones. In 1804 it was completed, and stood in pristine vigor, although a tempest in 1821 and another in 1831 tore off the sails, until 1879, when fire put an end to the sturdy mill. In 1820, a second windmill, circular in form, but only twenty-five feet high, was erected on the corner of the present Erasmus Street and Nostrand

Avenue. It turned but one set of stones, and was taken down in 1868. In 1809 steps were taken to make a turnpike of the road to Brooklyn upon which a tollgate was placed near the junction of the Jamaica Road, about where Fifth and Flatbush avenues now cross. It has been already noted that in 1815 a Sunday-school of negroes was started in Flatbush, which embraced instruction in the common branches; that same year the undertaking was extended so as to furnish classes every evening in the week. In 1821 a fire department was organized, but not much was done by it until 1825, when an engine was procured from Connecticut. It was worked by about eight men. Water was introduced into a large square box, supported upon wheels, which had to be filled by passing pails from hand to hand from the nearest pond or creek, the pumping being required to throw the water upon the building on fire, not to fill the tank. In 1827 sidewalks were neatly constructed in front of each property, giving a handsome appearance to the road through the village. Flatbush was already famous for its trees in Revolutionary days, one famous old linden tree having enjoyed the honor of sheltering Washington from the fierce rays of the sun. While the Rev. Peter Lowe, pastor of the Dutch Church (now having English preaching), was acting as Principal of Erasmus Hall, the actual teaching force was placed under the direction of Mr. Joab Cooper in 1806. Those whose schooldays, like those of "Felix Oldboy," reach back to the "forties," will remember this famous teacher's name as the author of "Cooper's Virgil." In the last year of the period now in hand, 1834, the Rev. William H. Campbell was appointed Principal of old "Erasmus." He, too, attained fame in the educational world as the head of the Albany Normal School, Professor of Hebrew in the Theological Seminary of the Reformed Church at New Brunswick, N. J., and, finally, for many years the President of Rutgers College, in that city. In 1826 Erasmus Hall was enlarged by the addition of a wing fifty feet long by twenty-five deep. In 1830 a line of stages between Flatbush and Brooklyn was established by Smith Birdsall, a stage leaving in the morning and returning in the evening. Postoffice facilities were primitive; letters for Flatbush people were addressed to Brooklyn, and were brought over informally as a matter of courtesy by some one who daily went to Brooklyn on business. In this same year the County Poor-Farm was bought at Flatbush. In 1832, fire destroyed the Courthouse, and, thereupon, the county seat was removed to Brooklyn Village, now approaching the dignity of a city, and thus well deserving of being the capital. In 1834, we notice the first feeble beginnings of a system of streets, since completed on paper at least, and merging with the plans of the city that now is. Erasmus and Johnson streets, at right angles to each other, and still so named, were laid out, and soon occupied by a number of English mechanics, giving rise to the "English neighborhood."

The breaking up of the collegiate church system was gradual. Domine Schoonmaker, whom we saw the pastor of Gravesend and Harlem combined, became pastor of all the Dutch towns in 1785, when Gravesend first came into the compact. In 1787, the Rev. Peter Lowe became his colleague. Five years later he was charged with the English services, while Domine Schoonmaker preached in Dutch until his death in 1824, and was thus the last preacher in that language on Long Island. Piece by piece the combination had been broken. In 1802 Brooklyn learned to stand by itself again. In 1808 Flatbush and Flatlands separated from the rest, with Mr. Lowe as their pastor, who thus served them until his death in 1818. Four years later (1822) there was another break, Flatbush standing now by itself, with the Rev. Thomas M. Strong as the first sole pastor. Meantime the "New Lots" of Flatbush (now Brooklyn's Twenty-sixth Ward), had become so well populated that a church was organized there in 1823, and in 1824 a building was dedicated. Flatlands formed one parish with this, under one pastor.

Before this, Flatlands had shown its progress in wealth and numbers by improving the interior of the church shortly after the combination with New Lots. A modern pulpit took the place of the "wineglass," with its "lid" or sounding-board; and the novelty of stoves was ventured on, considered by many a grievous infringement upon the arrangements of Providence, who meant that people should freeze in winter and swelter in summer. In 1831, Flatlands, whose jurisdiction embraced the now malodorous Barren Island, was thereby brought in connection with some movements in the outer world. For here the Pirate Gibbs buried part of his ill-gotten gains just before his career came to an end. Gravesend plays another part in that tragedy. For at Leonard's Hotel, at Sheepshead Bay, Gibbs and two of his companions were denounced as murderers by a third one, whereupon the proprietor seized the culprits and delivered them over to justice, thereby doing a service to the commerce of the country, to which Gibbs had become a terror. During the war of 1812, Gravesend redeemed its earlier record somewhat by sending a good quota of men to fight the English. Gravesend, as a church, was served for many years by pastors of the other towns; but, in 1832, the separation from the others was completed by a call upon a pastor, the Rev. Isaac P. Labagh, exclusively for themselves. The next year steps were taken to put up a new building, and it was dedicated in January, 1834. The building stood and was in use until only a few years ago. New Utrecht also became a separate congregation in 1809, when the Rev. John Beattie became the pastor solely for this church. In 1829 the old Church on the corner of Sixteenth Avenue was abandoned, and the present stone edifice erected at the turn of the broad King's Highway toward Flatbush. Hence, it looks, from a distance, as if the church occupied the approved location of old Dutch towns—the middle of the

road. New Utrecht seems to have been before the outside towns in harboring men of other faiths, for, in 1831, a Methodist Episcopal church was organized at Bay Ridge; and, in 1834, St. John's Episcopal Church was inaugurated at Fort Hamiliton. The United States purchased the land for this fortification in 1814, but work was not commenced until 1825. In July, 1831, the fort was completed sufficiently for occupancy by a garrison, which arrived in November, 1831. It commemorates the name of Alexander Hamilton, who, during the brief expectation of war with France in 1798, was asked by New York City to formulate a plan of defenses for the harbor. According to the plans of this fertile and versatile mind, to whose financial genius the country owed its credit, and New York its financial prestige, the works at the Narrows and at the entrance of the Sound, were tardily built years after his death. It was well that one of these forts should bear his name, and that another should be called after General Schuyler, the father of his estimable wife.

CHAPTER VII.

THE EARLIEST CITY OF BROOKLYN.



HE incorporation of Brooklyn as a city had been strenuously opposed by its big neighbor across the East River, from its first inception to its final accomplishment. The reasons for this objection were perhaps none of the noblest. Some of these were frankly stated in a public paper; some of them suggested themselves as obvious, but received no distinct statement. It was asserted plainly that two cities on opposite sides of a narrow channel, both deriving their prosperity from the pursuit of commerce, would produce a rivalry between them hurtful to both. But it is hard to see how a city of nearly three hundred thousand souls could fear with justice the rivalry of one scarce twenty-five thousand strong. The increase of the trade of the one would be but the reflection or the overflow of the other; what was business for one was six times the business for the other. We are inclined to think, therefore, that the less open and less worthy motives for opposition charged by champions of Brooklyn were at bottom the causes that actuated New York to use every means of persuasion at Albany to defeat the bill for incorporation. "Capital, speculation, and monopoly," says Dr. Stiles, "joined hands in a most formidable league against the aspirations and endeavors of Brooklyn." There was danger that, under the benefits of city life, the business men of New York, professional men and clerks, and even merchants, would find it more convenient to cross the river than to work their way uptown beyond Fourteenth Street. In comparison with Harlem, Brooklyn was certainly a far more accessible place for residence. Those, therefore, who owned property in the upper portions of Manhattan Island, saw peril to their interests in the scheme of Brooklyn's incorporation. A mere township or a village, too, might not very strenuously dispute with the metropolis its curious hold upon land on the opposite side of the river from itself. This unnatural extension of territorial rights had been quietly slipped into one charter after another, while the plain farmers on Long Island only thought how nice it was that a wealthy corporation should put up houses on both sides of the river and provide increasingly convenient means of transportation. But a city at the river's edge would have something to say about jurisdiction over the shores within its bounds, and be apt to dispute the validity of the claim. And now the

ferry control had come to realize for the corporation of New York a very handsome income as rental, and no expense whatever for boats or ferryhouses. These considerations of possible personal loss would explain, if they do not justify, the hostility of New York men to the measure of incorporation while pending before the Legislature of the State.

We are not disposed to enter into the merits or demerits of this controversy, nor to assume to act the judiciary part. We extract from the incident only the historian's just measure of information as to the state of things and the opinions or feelings of men at a period now long past. And certain phases of the discussion afford us a clear insight into the opinions of a past generation on a question of very great interest to the present one. We are apt to imagine that what our days see accomplished our own days also have originated. It is most instructive and startling to notice with what quiet unconcern the people of these earlier decades appropriated the notions that seem only warranted by the developments of a later date. A special committee of the Common Council of New York was appointed to formulate the plausible objections that could be brought against the bill for incorporating Brooklyn as a city. Among these formulated arguments opposing it we find it quietly remarked that the time would soon be when a population of two millions would occupy the territory of the three counties of New York, Kings, and Richmond; and that the limits of the City of New York ought to embrace all of its county and also the other two! How little of New York County had the city on its island then as yet covered. How narrow was the space which even the proposed extent of the City of Brooklyn took in of the small county of Kings. And what was there of Richmond upon its distant Staten Island, to reach which men addressed themselves to a serious journey, not to be taken more than once a day? Clear across the days of improved steamboats and railroad facilities and great bridges and electric wonders of all kinds, these people looked from their small surroundings and hampered movement, and already gazed firmly at the possibilities which only the later decades have been able to bring about, and which we would otherwise have thought these later times alone would have been likely to suggest!

We must get accurately before the mind's eye the precise proportions of this first city of Brooklyn. We have observed that the village took in only a part of the old town of Breuckelen, and left out the historic spot where stood at first the hamlet of that name. The city took in all of the town and no more, incorporating all the neighborhoods, Wallabout, Cripplebush, Bedford, Gowanus, Red Hook. Bushwick was reserved for a later day, not far distant, and in the meantime was destined to behold some notable municipal developments within its own borders. The other towns were not to be thought of for a half century or more, the last one coming within the corporation just

sixty years later. The marriage of village and town was a profitable one for the former, according to a statement of quaint interest to those accustomed to the large figures of later days. At the time of the incorporation the village had a debt of about \$22,000, occasioned by the building of one or two new markets; there was also a lawsuit under way with a private citizen, which involved the outlay of \$20,000. This total of \$42,000 was, of course, assumed by the new city, covering the township. The latter, on the other hand, had no debts whatever, and had several choice pieces of property in various parts of



THE CITY HALL, BROOKLYN.

the interior and along the East River. The city was divided into nine wards; the First included pretty nearly all that had been the village, especially that south and west of the Old Ferry Road or Fulton Street to Red Hook Lane; the Second and Fourth took in the remainder, embracing the "Olympia" section, which was not thickly settled yet. The Third contained the hallowed spot of the feeble beginnings of 1646. From the Fifth, taking in the Wallabout, the Eleventh and Twentieth have since been formed; and from the Sixth, stretching beyond Atlantic (then District) Street to Red Hook, the Tenth and Twelfth have been taken. The Seventh embraced the Cripplebush and Bedford sections. The Eighth was about coterminous with the old Gowanus, and the Ninth was an outpost little occupied even to

this day, through which the Clove Road ran, and resting upon the boundaries of Flatbush. Each of these wards was entitled to two Aldermen. The year 1834 is memorable, as we saw in our previous volume, because then the people of New York were first permitted to elect their own Mayor. It was a privilege extended only to the metropolis of the State. Brooklyn was fain to do what New York had been doing only since 1822. It elected its Aldermen in the different wards, and then these eighteen gentlemen (for such they were then) elected the Mayor of the city. The man first honored with the mayoralty of Brooklyn was Mr. George Hall. A year after he was born, in 1796, his father purchased the farm upon which stood the historic Valley Grove House, the precise location of which is indicated by the memorial bronze tablet in the Valley Pass, Prospect Park. As he grew to boyhood he was sent to the Erasmus Hall Academy near by. He was popular in his habits and successful in his trade. In 1833, the last year of Brooklyn's village life, he was chosen President of its Board of Trustees. He was now chosen the first Mayor of the new city, and, as we shall see, when the first consolidation bade Brooklyn leap suddenly to greatness, he was again the Mayor of the enlarged city. Shortly after the act of incorporation had been passed by the Legislature of the State, on April 25, 1834, the auspicious event was duly recognized by a public celebration of it. A procession was organized, marching gayly through the streets, while the consummation was reached at the exercises in the First Presbyterian Church, then in Orange Street on the site of Plymouth Church, where an oration was delivered by William Rockwell.

The dignity of cityhood had hardly been officially attained when the fathers of Brooklyn set about procuring for her a fine structure as a city hall. The City Hall in New York, chaste, noble, fitting in all its appointments, was to be utterly eclipsed by the splendid edifice contemplated by her small sister just born. The location selected for it was a happy one, clear of every other adjoining building, making it the central figure of an immense plaza formed by the widely diverging lines of Fulton, Joralemon, and Court streets, and the then open fields between. The material of which it was to be constructed was marble. It was to have porticoes on three fronts, with columns thirty-six feet high, "ornamented with capitals of the Grecian order from the design of the Tower of the Winds." The base of these porticoes was to be seventeen feet from the level of the street, up to which a generous sweep of marble steps was to lead from three sides at once. The angles of the building were to be surmounted by domes, while from its center was to rise a tower with bell and clock one hundred and twenty-five feet high, "enriched with a cornice and entablature, supported with caryatides standing on pedestals." This was all very superb, but a glance at the structure now will discover the fact that all these details are not there. There are no domes on the four

corners; the noble central tower (after destruction by fire a few years ago, and an absence until replacement of a year or more) is patent to the eye that seeks the official time. The three (or four) porticoes are represented by only one, fronting the triangular space between Court and Fulton streets, and seems to answer the description meant to apply to them all. The reason for the absence of these intended parts is not far to seek. The Brooklyn city fathers were unconsciously preparing a modern illustration of the folly indicated by the failure to "count the cost," in proceeding to build. As Artemus Ward said of Napoleon I., the difficulty with the new corporation was that they were trying to do too much—and *did it*. In the midst of their building operations came on the great panic of 1837, with the depressions and hard times before it and after it. So the walls had not risen very high when the work had to cease, and even in 1845, there was small prospect of their ever going up any higher. But about that time prosperity had again begun to smile, and prudence had come from the experience of the past, and so the corporation resolved, in proceeding with the erection of their City Hall, to do so on a modified plan, and upon a scale of magnificence much reduced. Hence, the original walls were demolished, and the present building begun in 1845, and, as a result, we see but the one portico, we miss the four domes on the corners, and also the "caryatides"; yet what remains is sufficiently pleasing to the eye in its greater simplicity. While maintaining a dignity of outline which well suits the purposes of the structure, it has not the advantage of reminding us of the "Colonial style" so appropriate to edifices in America, and which the New York City Hall succeeds in reproducing so beautifully. But it has a distinction all its own, considering the different style of architecture which it affects. It was completed in 1849.

In 1835 the population of Brooklyn had reached 24,310. Five years later it was already 36,233; and, in 1845, it was very nearly sixty thousand. This rapid increase was an exceedingly gratifying circumstance to her denizens of that day. They reflected with immense satisfaction that the city embraced within its own bounds nearly half the population of all of Long Island. They boasted that she had "already attained to the prond eminence of the second city of the Empire State." And they soberly asked each other: "When New York becomes what London is at the present time, is it improbable that Brooklyn will be what New York is now?" This was altogether too modest an estimate or forecast. New York, as now enlarged, may be what London was in 1845; but it takes the addition of Brooklyn to make it so, and before ever New York was London's equal, Brooklyn had far surpassed what New York was in 1845. Her population then was about 450,000, and Brooklyn had passed that mark more than twenty years before the latest consolidation. The historian Thompson, before 1840, also indulged himself in a prophetic reverie. But

even the dreams of men seem to fall short when it comes to the growth and prosperity of the land and her various cities. The commissioners who laid out New York's system of streets up to One Hundred and Fifty-fifth Street in 1807, timorously ventured to predict that centuries perhaps would be required to fill them up with inhabitants, and decades have been sufficient for the process. So Thompson, before 1840, ventured to predict that "in half a century perhaps a continuous city" would reach all the way "from the mouth of Newtown Creek to Red Hook, a distance of four miles." In 1890, the City of Brooklyn, having not yet begun to take in New Utrecht and the other outside towns, reached indeed from Newtown Creek southward, but went far beyond Red Hook, having taken in and occupied all of Gowanus, nearly to Sixtieth Street, adding at least two miles to the estimate, and reaching back to the Queens County line in the interior, through the annexation of New Lots in 1886. Yet it must be recognized that the cause for this rapid growth was to be found in the conditions prevailing on the other side of the East River. During the period we are now treating, when the City of Brooklyn embraced merely the territory of the original township, railroads and telegraphs were rapidly concentrating the business and finance of the Republic at New York. There, too, the great armies of immigrants landed, and their deposits swelled the number of denizens in all its vicinity. Even in 1845, Brooklyn had become what has been so often said, both good humoredly and ill-naturedly, "New York's bedroom." We find Prime emphasizing that fact, and seriously moralizing on it about that time. "The contiguity of situation," he says, "and facility of intercourse between Brooklyn and New York have induced thousands, whose entire business concerns lie in the latter, to make their domicile in the former city. This arrangement, though conducive to personal convenience does not in ordinary cases exert the happiest influence on the public weal. It is extremely difficult for any man to take all that interest in the good government of a place, where he considers himself *a mere lodger*, that would be felt, if he realized that all his interests, both personal and pecuniary, were identified with the community in which his political rights and responsibilities are involved." In this reflex influence of New York's increasing greatness and activity upon the city at her side, the ferries were, of course, the one potent instrument of making it felt and gauging its extent. Some one took the trouble in 1834, when statistics did not as yet engage many official minds, nor newspaper almanacs were as encyclopedic as they are now—to stand on two days, one in September, the other in October, and count the carriages, wagons, and foot passengers that crossed at Fulton Ferry. The foot passengers on the day in September numbered 7,988, and on the October day, 8,251. In 1845 it was estimated that from twelve to fifteen thousand people crossed daily. The fare in 1844 was voluntarily reduced to two cents per foot passenger. As the city grew

other ferries were gradually established. South Ferry, running its boats from the foot of Whitehall Street in New York to Atlantic Street (or Avenue), Brooklyn, began its operations in 1836. In 1839 a union was effected between those controlling the Fulton Ferry and the owners or lessees of South Ferry. It was bitterly opposed at first, a public meeting of the citizens even being called to protest against it. But the union was effected, with obviously beneficial results to the city. The combined ferries at first went by the name of the "New York and Brooklyn Ferry Company." By a rearrangement of stockholders, the title of the company was changed in 1844 to that more familiar one, "The Brooklyn Union Ferry Company." As the city kept increasing in population toward the southern sections of the old township, absorbing more and more of Gowanus, and making less and less of a "neighborhood" of it, it was necessary to provide ferriage facilities in this direction. Hence, in 1846, Hamilton Ferry was begun, starting by the side of "South," at the southern extremity of Manhattan Island, and going in an oblique line straight to a point opposite Governor's Island, landing its passengers at the Atlantic Basin, of which we shall speak later. It was likewise under the control of the Union Company. Like South Ferry, it did



HENRY C. MURPHY.

not pay expenses at first; perhaps the ventures were premature, yet they were of a nature to create the conditions that would make them profitable eventually. Another venture, equally unprofitable at first, approached again the older ferry location—the ferry from Wall Street, New York, to Montague Street, in Brooklyn. It was leased in December, 1853, and ere long also came under the management of the Union Company, whose great profits at Fulton Ferry enabled them to carry the losing enterprises until they could improve. It may well be imagined that now was the time that the somewhat unnatural grants to New York City of lands between high and low water, on the opposite side of the river, by the charters of 1708 and 1732, were felt to be particularly galling by the people of Brooklyn. The matter was contested in the courts, and constantly brought up before the Legislature

of the State. In May, 1845, an act was proposed, depriving the Corporation of New York of the power of granting ferry franchises between New York and Long Island. This was to be vested in an independent Board of Commissioners, to be appointed by the Governor, none of these men to be residents of either of the counties of Kings, Queens, Suffolk, New York, or Richmond. A lease was granted by this commission, which was contested as an amicable suit, in order to try the legality of the commission's powers. It is a pity that these conflicting claims and rights, vested in New York, when there was no incorporated community of any extent or influence on Long Island, should have so long embittered the relations of two sister cities so closely bound together. We can hardly believe now to what extent this hostility would go. In 1843 the Common Council of New York, consisting then of aldermen and assistant aldermen from each ward, actually had a bill before them, proposing to tax the personal property of citizens of Brooklyn who came over every day to do business in New York. The Common Council of Brooklyn at once drew up a memorial to the Legislature, indignantly protesting against this unfriendly and unjust act. It would be hard to say whether the spitefulness or the suicidal folly of it were its greater blemish.

Among the earliest municipal amenities was a provision to secure a park. The beginning of a movement so laudable was not a happy one, however. It was proposed to locate the first city park in the vicinity of the Wallabout. There was not much left to be laid out artistically, with the water front converted into a navy yard. There remained, however, the old mill pond of Aris Remsen's, the man with the runaway slaves. The bottom of that was still to be seen, and here was a chance for a park, which was the origin of that uninteresting inclosure we pass as hastily as we can in trolley cars, and which, for a few years, we used to double in elevated trains. The City Jail, a necessity of a sadder nature for the new city, was erected in Raymond Street, nestling close up against the attractive precincts of Fort Greene Park as it now is. The cornerstone was laid in August, 1836.

Only a few mayors were elected under the old system—that is, by the Aldermen. Mr. Jonathan Trotter succeeded George Hall in 1835, the incumbent holding office only one year. Mr. Trotter was re-elected in 1836. But in 1840 the election of a Mayor was thrown open to the vote of all the citizens, and Mr. Cyrus P. Smith was the first one thus chosen, having been made Mayor under the old system the year before. As in New York, so in Brooklyn, the firemen were a volunteer body. Various hose companies were established in different parts of the town, some of them having nothing but sheds for the housing of their machines. In 1855 the firemen were organized as the Fire Department of the City of Brooklyn, two members from each hose company constituting a board of management. In 1835, New York had had its great fire, and in 1845 another one, which would

have been great enough if the former had not been so imposing. In 1848, Brooklyn followed with a memorable fire of its own. Just where Fulton Street makes a curve on the top of the hill, opposite Sands Street, there stood a frame building used as an upholstery and furniture store. In its immediate vicinity was a cluster of such buildings adjoining one another. There had been a dry season all summer, and for weeks preceding September 9 scarcely a drop of rain had fallen. Thus conditions were exceedingly favorable for a blaze. On that day it came, and spread with great swiftness over the entire block, reaching back to Henry Street. The wind blew with some force, and the fierce heat increased the draught of it, so that the flames were readily carried across Middagh Street, on the one side, and across Fulton on the other. Several blocks were now involved in destruction. The fire consumed all the houses on Sands Street to Washington, except a few beyond the Methodist Church. That edifice, and the Baptist Church in Nassau Street, as well as the Universalist Church in Fulton Street, became a prey to the flames. The firemen were helpless, from the scarcity of water, yet they worked heroically in aiding the people to carry their goods to a place of safety. On Fulton Street three entire blocks between it and Henry, as far as Orange Street on the west, and the blocks on the east between it and Washington, as far as Concord Street, were destroyed. There were a few brick buildings that were partially saved, but the frame houses all succumbed. The only way to stop the progress of the fire was to blow up the houses in its path with gunpowder, as was done in New York. The fire began about 11.30 at night, and the heavens were lit up by the great area of flame all night long. Twenty engines came over from New York, but without water they were of no use. The total loss was put at one million and a half dollars. Not content with following New York's example with one fire, Brooklyn had also its second fire. This raged among the storehouses on Furman Street, and was marked by an explosion of saltpeter, which was supposed to have caused New York's fire of 1845, the force being great enough to hurl one fire engine clear into the water. No lives were lost, however, and the loss was estimated at \$400,000. This second fire occurred in July, 1850. These fires stimulated the enterprise and made justifiable the large outlays necessarily involved in procuring a system of waterworks. In village days propositions to provide these had been made. One was to establish a reservoir on Clover Hill (Columbia Heights), drawing water from springs on the East River shore, which it was thought would cost about \$25,000. Another scheme, to involve an outlay of \$100,000, was broached just at the incorporation as a city. The plan was to get water from the springs supplying the streams running into the Wallabout, and eleven miles of pipe were to distribute the water. In 1852 the problem of an engineer, appointed the year before, was busily discussed. Another step in this rather too

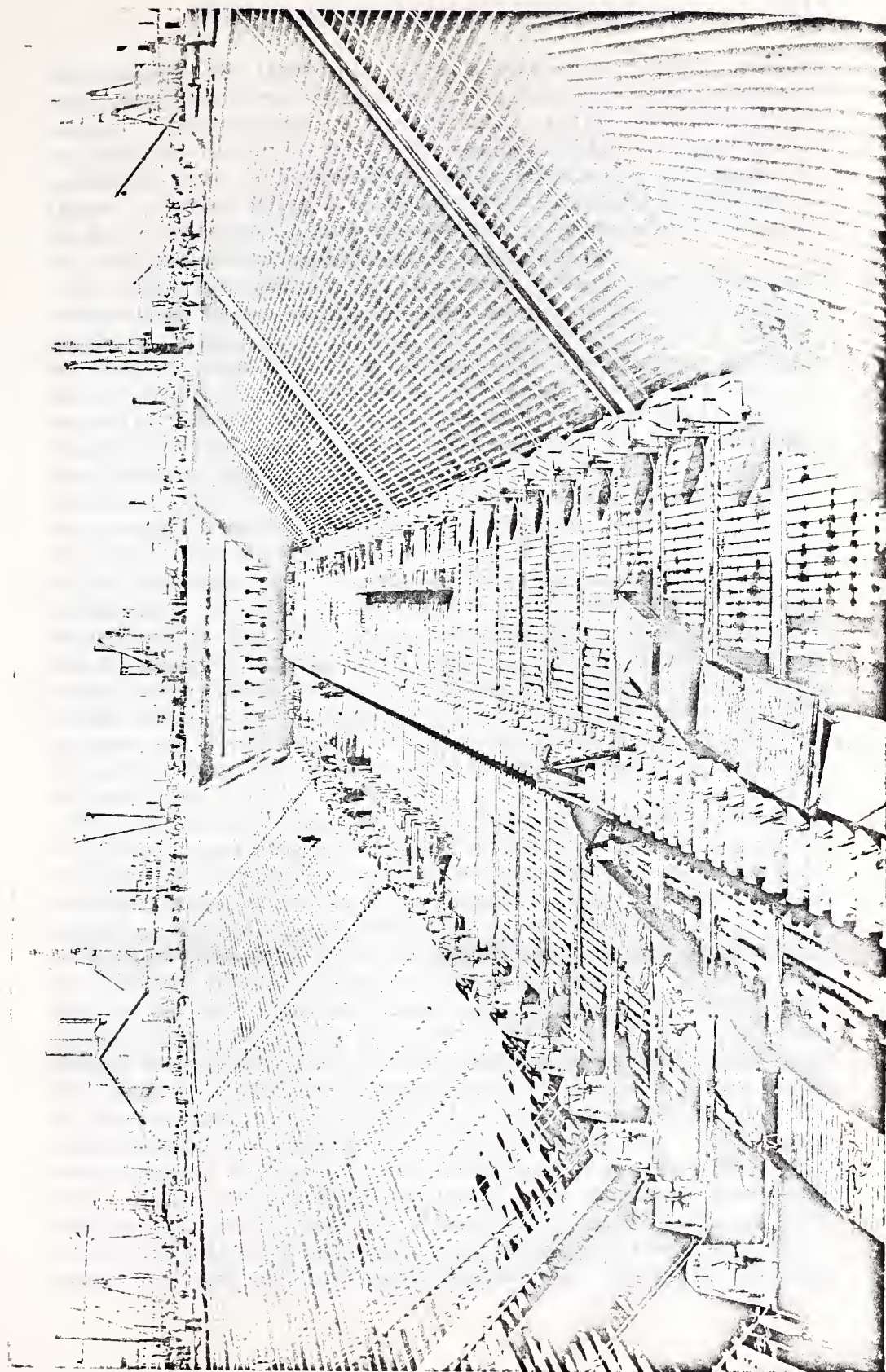
deliberate movement was taken in 1853, when the Common Council went to the expense of \$44,000 to secure several streams and ponds on Long Island, in pursuance of the plans submitted by this engineer. In June an act was passed at Albany authorizing the Council to go on with the water supply, after a vote of the people upon the plan proposed, with its estimated cost, which resulted in a defeat of the measure by nearly four thousand majority. This left the matter in abeyance until another plan could be submitted to the people. It seems incredible, not only that the people should have defeated such a measure by an adverse vote, but that there should have been so little interest in the matter that out of 17,000 voters, but 7,693 persons voted at all. The plan just rejected contemplated a distributing reservoir on Prospect Hill, where now stands the lofty tower familiar to Brooklynites, and visible for forty miles around. The cost was to be four millions of dollars. Again, on June 1, 1854, a plan was submitted to vote, embracing a reservoir at Cypress Hills, and a cost of half a million more. Of the 9,015 votes cast, 6,402 were against it. So no scheme was carried into effect until after the consolidation of Brooklyn and Williamsburgh. Another improvement worth noticing was the introduction of gas, in March, 1848, twenty-three years after New York had adopted this scientific illuminant. Four years later the city was congratulating itself on having twenty-two miles of street mains, and over twelve hundred gas-lamps. The population had then reached one hundred and twenty thousand souls, and Brooklyn ranked as the seventh city in the United States. Those who love to catch faint echoes of great things to come will be pleased to learn that about this time the population of the two cities did not hesitate to consider again the possibility of a bridge, which historian Prime, in 1845, had declared would be as useless as "a fifth wheel." A *Tribune* issue in 1849 declared: "The bridge is the great event of the day. New York and Brooklyn must be united, and there is no other means of doing it. The thing will be accomplished one of these days, and the sooner the better." Mindful of the many floating bridges spanning the swift current of the Rhine, some proposed one for the channel of the East River, whose rapid current with the flowing or ebbing tides could easily perform the service that the Rhine does in opening draws for the passage of vessels. Before leaving the subject of municipal affairs, we are compelled to record a riot with which the authorities were called upon to deal. Why the disturbance arose is not very clear. In May and June, 1854, persons of the primitive Methodist persuasion held open-air preaching services in the Brooklyn streets. On May 29, such a meeting was held on the corner of Atlantic Avenue and Smith Street. We are told it was "disturbed by the presence of some 300 New York Know Nothings." But why should they disturb such a meeting? It is more likely that it was their presence and sympathy with the meeting and movement that provoked

disturbance. The Know Nothings were violently anti-Catholic, and, on their way home across Catharine Street Ferry they had to pass through an Irish and Catholic neighborhood. They antagonized such an element of the population doubly, for the Know Nothings were bitterly opposed to foreign immigrants. This may account for the attack upon that body on their return from another open-air service on June 4, when a lively fight ensued in the neighborhood of the Catharine Ferry, at Main and Front streets. The New Yorkers were assailed with clubs and stones, and they replied with pistols. The Brooklyn police had tried to disperse the attacking mob before the trouble began, and they did noble work in restraining and arresting the rioters. The militia were called in, and quiet was restored. The next Sunday, the Mayor was fully prepared with police and military to quell any disturbance that might arise. The street-preaching was not forbidden, for the principle of free speech was in peril and must be vindicated. But the display of force, and, possibly better than that, the injunctions of Bishop Loughlin to his parishioners, prevented any further rioting, and showed that Brooklyn's rulers could cope with violence as well as those of New York.

The incorporation as a city, and its government as a stable and prosperous municipality, made themselves felt in the external conditions and appearance. The increased value of real estate was a consequence and a test of the changed circumstances. In 1835 a farm of eight acres within the city limits was sold for \$10,000 per acre; while the Samuel Jackson estate, reaching from Henry Street to the river, and lying between Clarke and Montague streets, was sold for the then extraordinary figure of \$570,000. As far out as Cripplebush, Garret Nostrand's farm, whose name is perpetuated in an avenue running through the property, was sold for \$80,000. Improvements were now in order in the way of widening the thoroughfares of the growing city. On the east side of Fulton Street the line was carried inside of that upon which the houses had been standing, and those transgressing it from Front to the river were taken down. The waterline too was carried beyond the marshes or mudflats, so that Water Street was laid out, and warehouses and factories were erected beyond the former line of beach at the rear of the houses on Front Street. At the same time the shore was carried beyond the old road under the heights, and Furman Street, with its wharves and yards far out from the bluff, began to assume its present businesslike appearance. In 1840 the old Gowanus Road, which began at Fifth and Flatbush avenues, and ran obliquely between the lines of Fifth and Third avenues, occasionally pursuing that of either, was converted into the two thoroughfares now known by these numerals, which threw open Gowanus, now the Eighth Ward, to residence and occupation. On the other side of the city development was invited by the opening and laying out of Myrtle Avenue. That busy street proves how valuable

a movement this was, yet four hundred people opposed its opening to one man who petitioned for it. This was the Rev. Evan M. Johnson, after whom Johnson Street is named, because it ran through his property. He was a man of large means, rector of an Episcopal church, without salary, and builder of one or two out of his own pocket. In 1853 the avenue was extended beyond the city limits into the Myrtle Avenue and Jamaica Plank Road. In the previous year a similar convenience for communicating with the outside town was constructed toward the south, in the shape of the Brooklyn, Greenwood, and Bath Plank Road. It started at the junction of the present Fourth Avenue and Thirty-sixth Street (the historic Martense's Lane), and ended at the Bath House in New Utrecht. Along it for many years ran a dummy-engine railroad, lately converted into a trolley-car road. To encourage traffic between the city and the country on the island back of it, the toll bridge on the Flushing and Newtown Road (now Flushing Avenue) was made free. As we shall see later, the inlets at Red Hook had been finely utilized and converted into the Atlantic Basin; as a result, that portion of Brooklyn received a mighty impulse of life. In 1848 no less than thirty-five streets were laid out in the vicinity, and it was not long before residences were going up along them all. For this neighborhood was materially improved in another respect. It had been fearfully malarial; indeed, the miasma rising from the marshes about Gowanus Creek had even made a residence on the Heights and on the slope toward Prospect Park very undesirable. Mr. Daniel Richards, the originator of the Atlantic Basin, undertook in 1848 and 1849 to confine the spreading, useless but noxious waters of the creek, into the more regular and useful channel of a canal. It was to be one hundred feet wide and nearly a mile in length, and of a depth to float ordinary canal-boats or sloops and schooners deeply loaded. The head of it was to touch Douglas Street, with a branch between Third and Fifth streets up to Fourth Avenue. That these endeavors to incite people to live or do business in Brooklyn had the desired effect, we may gather from some building statistics. In 1843 the houses erected numbered a total of 570, of which about 70 were put up in the Sixth Ward, or the vicinity of the Atlantic Basin and the Gowanus Canal. In 1849 it was ascertained that during the preceding twelvemonth, 2,100 buildings had gone up in the city, of which 700 were credited to the Sixth Ward. The matter of public parks was receiving better attention. On a map of 1839 no less than eleven parks and squares are indicated. Many of these have not materialized, however well they looked on paper. A "Washington Park" was to be located at the junction of Flatbush and Atlantic avenues. But this was not deemed a good place for it, so, in 1845, all the region around Fort Greene was secured for a park, and the patriotic name attached to that. But Fort Greene proved a more potent title; the best informed citizens of

Brooklyn would look puzzled when asked for the whereabouts of Washington Park, and, finally, the sensible resolution was passed to give the park the name in everybody's mouth. Yet the space, valuable for its historic memories as for the natural advantages of its landscapes, was preserved only by the most prompt and vigorous action on the part of a few public-spirited citizens. A petition, signed by five thousand persons, went up to Albany asking for the speedy passage of a law that would save the property from vandalism and greed, and, on April 27, 1847 (when General Grant was celebrating his birthday in Mexico), the law was passed. Fort Greene Park thus became a possibility, and since has been developed into its beautiful reality, a bit of romance and nature in the midst of hard stone and brick, with its wide reaching views from the northwest parapet over two cities (now boroughs), and the river and bay between. The expansion of the city made necessary public conveyances for the many people who were not quite of the quality to "keep a gig." Attempts to meet this necessity were made early, but were not always effective. We have mentioned a line of stages between Fulton Ferry and the Navy Yard. Later a line of omnibuses ran from that ferry to Bedford, and the other eastern portions of the city. But the service was quite unsatisfactory, and, therefore, unprofitable. The drivers, in fact, were too accommodating. They would not think of starting on any schedule time, for fear some dilatory customers might be left behind. At any time they would leave the direct road and diverge into side streets for a quarter of a mile or more to catch a stray passenger, who hailed them by the wave of a handkerchief. This made their arrival at the specified terminus an affair of great uncertainty, so that walking was often preferable, if one would save time. But, about 1840, the stages and stage routes then in operation were bought up by a Mr. Montgomery Queen, who was the owner of the Excelsior Stables on Washington Street. He at once introduced regularity, system, and punctuality into the service. The time of starting was fixed, and no deviation from the route was to be made. For a while the drivers and the public would not take Mr. Queen seriously; but he was in earnest. He threatened instant dismissal if employees did not obey his directions. Pretty soon the public learned that it would save time decidedly to ride in Mr. Queen's stages, as they left on time and arrived on the time specified at the place whither they were bound. So they began to patronize the stages extensively. That same determination, however, which was so advantageous to his business, carried Mr. Queen into some eccentricities. He was desirous of keeping a record of his customers, and this, not only in the way of numbers, but of their names. So his drivers were directed to count passengers as they collected fares, and also to inquire the names of the passengers. The people saw no special use in this feature of their daily journey, and they declined to deliver up their identity with



THE GREAT EXHIBITION, REGENT'S PARK, LONDON

their money. Mr. Queen was not to be put off in this way, and he threatened dire things, even refusal to convey the recalcitrant customers. A simple device was then hit upon. As the driver went about the stage before starting asking the names one fine morning, he was confounded at receiving from every one the same reply: "Montgomery Queen." Having driven a whole stageful of Montgomery Queens to the ferry, the startling announcement had to be made to the proprietor, who took the hint and left people's names alone.

Mr. Queen was quite above that narrowness and shortsightedness which makes modern capitalists who have invested in one kind of rapid transit fight tooth and nail every new mode proposed. When the horse-car railroads began to loom up as the next best thing to his own stages, Mr. Queen became at once an advocate of the new method of transportation. Street cars made their first appearance in Brooklyn in the summer of 1854. These were the cars of the Brooklyn City Railroad Company, incorporated in December, 1853. The routes upon which these novel vehicles were run were Fulton Avenue, Myrtle Avenue, Flushing Avenue, and Court Street, diverging thus toward four cardinal points in the territory of Brooklyn. The first trips for pay were made on July 4, 1854, between three or four miles of track having then been laid on these routes. And thus came the advent of modern days and ways. Even before the street cars Brooklyn had lost much of its ancient aspect, scarcely a single house reminding one of Dutch times remaining within the city limits as defined then, except in the Gowanus section, where the Cortelyou house, at Fifth Avenue and Third Street, and the Bergen house, on Thirty-third or second, near Third Avenue, long stood as mementos of the days of the fathers.

The great event in the history of Brooklyn's commerce, industry, and trade during this period was the construction of the Atlantic Basin, in the year 1845. Opposite Governor's Island, and along Buttermilk Channel, from Red Hook northward, there had always been numerous inlets or ponds, issuing by narrow mouths into the Bay. At high tide they were filled, and the surrounding flats covered. At low tide the flats were bare and the ponds shallow. This natural feature had led to the erection of mills, of which Van Dyck's and Sebring's (or Suebring's) have been noted before. About 1840, a Mr. Daniel Richards conceived the idea that out of these ponds and flats could be constructed a basin into which merchant vessels could be conveyed and sheltered while they discharged their cargoes for importation or re-shipment into adjoining warehouses. A company was organized by him in 1840, with a capital of one million dollars. Forty acres of flats and inlets were purchased along the shore of Buttermilk Channel. Upon the outside flats cribs of piles were built, filled in with stone, and as the shallow ponds were deepened, the mud and soil thus secured were made to increase

the solidity of the outer portion. Upon these were built warehouses four stories high, mostly of granite. The line of these houses fronting the bay is half a mile long, broken in the center by a passage two hundred feet wide. Even at low tide vessels drawing twenty feet can pass in and out, which is a great advantage, as at Liverpool similar basins have to be shut off from the outside harbor by sluice-gates holding the water during low tide. The basin back of the warehouses can contain large sea-going vessels by the hundred. Piers and wharves are thrown out into the middle of it, and another line of brick warehouses stands along the rear boundary. It was an enterprise that inevitably secured an immense concentration of traffic. The accommodations for import trade were far superior to anything that New York could offer, as goods could be transferred from ships to storage without intervening transportation upon carts. The effect upon the section of Brooklyn in the immediate vicinity of the Basin has already been noted. In June, 1841, the first labor upon the enterprise began. The cornerstone of the first warehouse was laid in May, 1844, and by 1848 the whole of the outside line of warehouses was completed. In 1847 the first steam grain elevator ever erected in the port of New York was finished here upon the North Pier. Meantime, the people of Brooklyn were pleased to observe that the Government was making a first-class navy yard of the one established within the borders of the city. At the instance of Senator Henry C. Murphy, who had been Mayor of Brooklyn a few years before, Congress, in 1844, authorized the construction of a splendid stone dry dock, which was finished in 1851. The main receptacle is 286 feet long at bottom and 307 at the top; and its width is 35 feet at the bottom, 98 feet at the top; the depth being 36 feet. The dock rests upon 9,000 piles. Greater things may have been done at the Navy Yard since, but this earlier achievement aroused much wonder and admiration at the time.

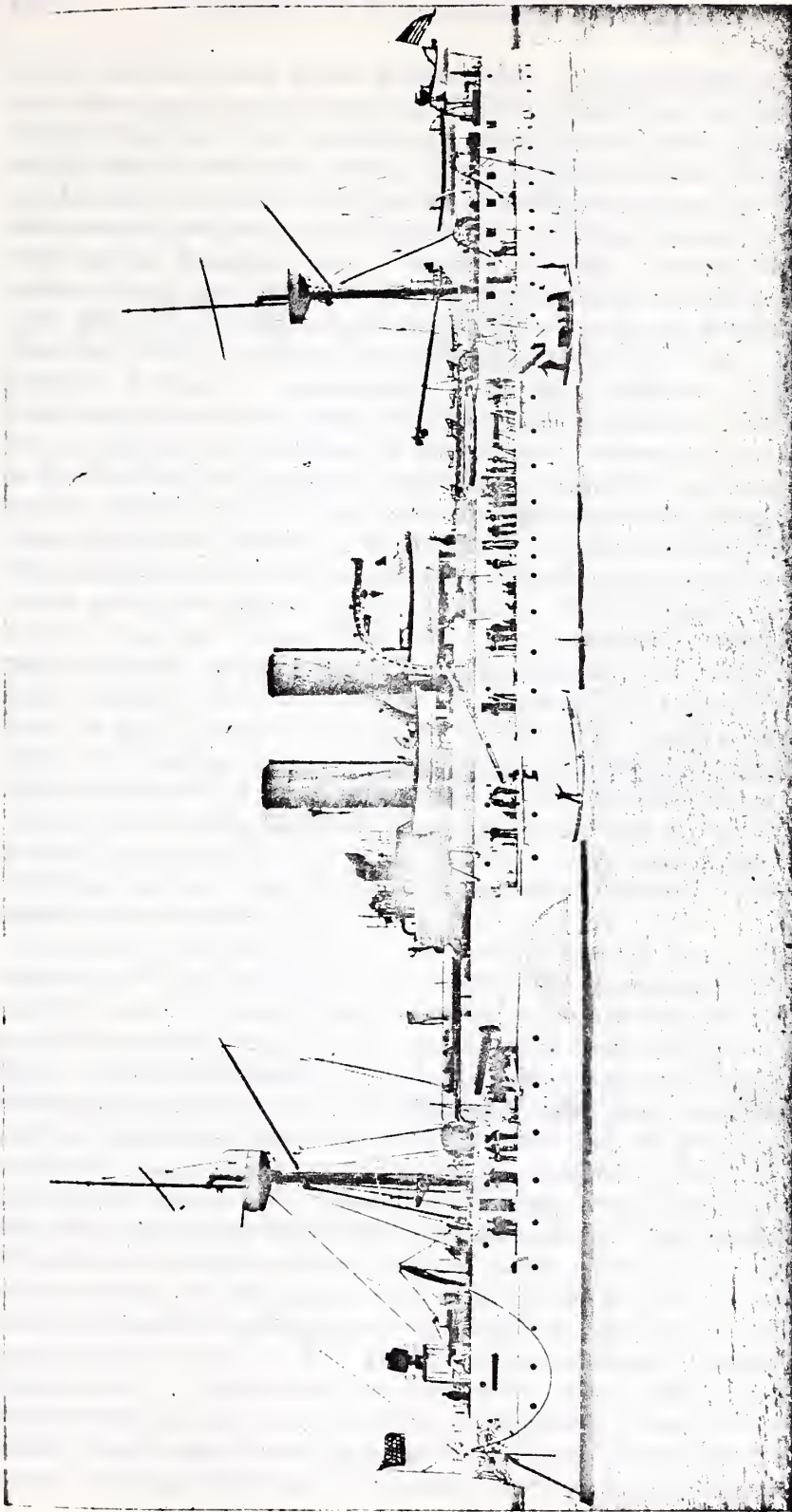
Increase of commerce and traffic made more financial institutions desirable, and the Atlantic and Brooklyn Bank had been added to the one established before the incorporation. When came the crash of the panic of 1837, the three city banks suspended specie payment. In 1840 their combined capital had reached \$1,000,000 again. In 1845 the Long Island Bank was added to the others, and in 1850 the City Bank. In 1853 the Long Island and Phoenix Fire Insurance companies were established. During this period disappeared the last of an interesting class of industries which had been identified with the history of Brooklyn from its early and primitive days. This was the ropewalk owned by P. and A. Schermerhorn. It ran from Smith Street for several hundred feet between State and Schermerhorn streets, and was considered one of the largest concerns of the kind in the country. On December 29, 1841, it was destroyed by fire, and never rebuilt. Being where it was, it had rather interfered with the proper development of that section of the city, and its place was soon

taken by neat residences, in keeping with those for which the neighborhood is still noted. The manufacture of white lead had been carried by this time to a remarkable extent, there being more than one great "works" for its production. The Brooklyn Company put forth nearly twelve thousand tons annually; it occupied an entire block on Front, between Washington and Adams streets, and employed nearly a hundred hands. A product of which Brooklyn citizens had no such cause to be proud was that issuing from its six distilleries, three rectifying establishments, and one brewery, all of which were in vigorous operation in 1851. They gave employment to nearly two hundred people, but it will be hard to calculate to what other hundreds or thousands their five millions of gallons of whisky brought desolation and poverty. Brooklyn was a good field for missionary work on this ground, and it was well that Father Mathew made it a visit in 1849. He was received with distinguished honor by the Mayor and Common Council, and, remaining in the city for a while, accomplished much good here as elsewhere. The business going on so increasingly in the city made expedient the erection of a first-class hotel, modeled after the best in New York. Such was the Pierrepont House, erected on Montague Street, corner of Hicks, and opened to the public in May, 1854. Another concomitant of this phase of city life was the development of the Postoffice facilities. During the last of the village days, from 1829 to 1841, Mr. Adrian Hegeman kept the office in his stationery store on Fulton Street, near Hicks. After a city's dignity had been attained, and an ex-Mayor, George Hall, was made Postmaster, the location was still anything but commensurate with the altered circumstances, it being placed in the rear of a store on Hicks Street, opposite Doughty. In 1845 a new postmaster took the office to Fulton, between High and Nassau streets, but the fire of 1848 swept it away. Next we find the office at No. 6 Court Street, or Montague Hall, corner of Montague Street; but, in 1853, Mr. Daniel van Voorhis removed it back to Fulton Street (337 and 339). There were now nine letter carriers, which sufficed for the city as it then was.

The business world had now received a new impulse and vast facilities for its increasing transactions by means of the railroads. When Brooklyn became a city but few were in operation in the country; yet Long Island was among the earliest of its sections to enter upon the enterprise of building and operating them. The "Brooklyn and Jamaica Railroad Company" was incorporated as early as 1832, and four years later, or on April 18, 1836, it was ready with its double track of eleven miles, and began to run trains to Jamaica. That very day was seized upon by the "Long Island Railroad Company," chartered in 1834, to break ground for the continuation of the road to the end of the island, which was not completed till 1844. The impulse to the enterprise was to provide a quick means of transit be-

tween New York and Boston. But by the time the road was finished there was direct communication between those two cities, involving no transfer of boats and the uncertain experiences of a water passage. Hence the Long Island Railroad remained simply as the developer of the insular interests and traffic. It started at South Ferry, the foot of Atlantic Street, or Avenue. The high ground where Cobble Hill had frowned grimly at the enemy in 1776, was pierced by a tunnel and sunken roadbed of nearly a mile in extent, wherein no stops could be made for passengers. A nucleus of population was found at Flatbush and Atlantic avenues, where is now the railway station. The next spot north stopped at was Bedford, and the next after that East New York, which became a "paper city" about 1837. Then there was a stretch of six miles to Jamaica without much population to furnish passengers. The speed attained was never more than twelve miles an hour. It was not long before Brooklyn was deprived of this evidence of nineteenth century progress. The people along Atlantic Avenue objected to the perils of a train rushing along at the tremendous speed of twelve miles an hour. So, after a while, the company were forced to leave the convenient terminus at South Ferry, close up the tunnel with its approaches, and betake themselves to regions quite outside the city limits. As Flatbush Avenue was as yet beyond the line of dense population, the trains might run on Atlantic Avenue beyond that point, but the main offices and stations were taken to Hunter's Point, and Brooklyn is still practically only a side station, with the terminus of its railroad system at an inconvenient and comparatively inaccessible point. It was perceived too late that Atlantic Avenue had gained nothing and Brooklyn had lost much by the excessive nervousness of the residents on that thoroughfare.

An American city without newspapers would be as hard to imagine as one without politicians. Even before its village days, Brooklyn had been supplied with periodicals of that kind, as we saw, usually venturing out only once a week, and emboldened to two weekly issues after village incorporation. The first daily appeared in 1834, the *Brooklyn Daily Advertiser*, which changed back and forth from "Daily" to "Evening" and again to "Morning" at a bewildering pace, but kept up appearing every twenty-four hours, until it gave up the shorter title and announced itself with great pomp to be *The Native American Citizen and Brooklyn Evening Advertiser*, which must have taken nearly the half of the sheet to print. Horace Greeley had its printing and editing in charge during part of its peregrinations under these varying titles. In 1840 the *Brooklyn Daily News* appeared as the champion of the Democrats of that day. One of its editors, however, later in the same year began to publish the *Long Island Daily Times*, in the Whig (anticipatory Republican) interest. But the lion and the lamb lay down together, the one inside the other.



THE BATTLESHIP MAINE, THE FINEST SHIP EVER BUILT AT THE BROOKLYN NAVY YARD. (FROM 1886-1890.)
(Destroyed in Havana Harbor, February 15, 1898.)

when the *News* and *Times* became one. For, by this time, there had come upon the scene the paper that has survived all these, and is closely identified with Brooklyn in name, history, and advancement; which, though affiliated with a party, is greater than its party, and has become a household friend and intelligent guide of thought in the homes of people of all parties alike. We need hardly say that we refer to the Brooklyn *Eagle*, founded in 1841. At its start it was unfortunately saddled with one of those yard-long titles, of which early Brooklyn journalists seem to have been so fond. It was then the *Brooklyn Daily Eagle and Kings County Democrat*. Mr. Henry C. Murphy, a name to conjure with, was the proprietor. Its success was assured from the beginning, which dates from its first issue on December 27, 1841. William B. Marsh was its first editor, and, when he died in 1846, the editorial chair was occupied by a character since become widely known in the literature of the country. This was none other than Walt Whitman, the eccentric poet, or, rather, the poet of the eccentric meter, who then consented to be known by the unabbreviated and commonplace name of Walter. He only held the position for one year, but in that time did a good thing for Brooklyn, as he might properly boast in recent days, in agitating the securing of the land which now adorns the city in the shape of Fort Greene Park. The *Eagle*, in 1853, became conspicuous by the then unprecedented enterprise of furnishing news dispatches every hour, and more than one edition of an afternoon. A curious journalistic undertaking was that of a child's paper called the *Tyro*, three inches by two in size, published in 1841 by a son of Dr. Howard, and his cousin, Joseph Howard, the latter having since advanced quite beyond the "tyro" state in journalism in more senses than one.

In the early years of Brooklyn as a city a marked distinction in the character of the inhabitants was noticeable, as one looked to one or the other side of Fulton Street, where it wound its serpentine way up the hill from the ferry, and lost itself in the country back of the City Hall. It was remarked by the citizens themselves, and struck the casual visitor with equal force. On the right-hand side, as one proceeded up from the ferry, upon Columbia Heights, and the plateau in their rear, were found elegant mansions of the rich, who, even then, in this republican country, made some pretensions to aristocracy. On the left, down Prospect and High and Concord and Myrtle, toward the Wallabout, and in the hollow back of Sands Street and Washington, there resided the more democratic multitude; not always the abject poor, but people in moderate circumstances, occupying small dwellings of wood or brick. It is a distinction which has perdured to the present day. A glance to the right to-day, as one steps into Fulton Street from the ferry, reveals upon the beetling crags above Furman Street, stately residences with the magnificent prospects of bay and river. So along Henry and Hicks and Pierrepont and Montague, and

in all that neighborhood are seen the brownstone dwellings of the rich. Looking to the left down Front Street one perceives abodes of absolute squalor, where Italians now most congregate, while further away from the ferry, and further up and beyond the ridge of Sands Street, while noting a steady improvement in the surroundings, one sees mainly the humble homes of honest toilers for their daily bread, comfortable and neat; homes for the solid backbone of the nation, that middle class which is the mainstay of national virtue.

An inevitable result of the rapid growth of population in times when sanitary precautions were so few, was the invasion of infectious disease. In the same summer (1849) that New York lay prostrate beneath the scourge of the Asiatic cholera, Brooklyn was visited by it also. It came with grim impartiality to the sections where the rich had their abodes as well as to those of the poor. It commenced its ravages in Court Street, in its southern portion, where the lowlands had been filled in from the surrounding hills, so as to make foundations for the thirty-five streets that sprang up in the wake of the Atlantic Basin. The heaviest mortality was in this vicinity, but one-fifth of the cases occurred in other localities more favorably located. Altogether nearly six hundred and fifty people fell victims to the cholera, which was about one in one hundred and fifty of the population; while in New York, the mortality that same summer was one in eighty-six. In the year 1854 the epidemic again visited Brooklyn and raged in the widely separated neighborhoods of Pacific Street and Plymouth Street. The number of deaths exceeded by about a dozen that of the previous visitation.

A natural transition from these sad events leads us to speak of a feature of Brooklyn which is exceedingly prominent, and might have obtained for her not only the sobriquet of "New York's Bedroom," but also that of "New York's Graveyard." We refer, of course, to the great multitude of cemeteries in and about the city as now constituted. Of these, Greenwood has obtained such fame, because of its many splendid adornments from the hand of art and nature both, that it constitutes properly one of Brooklyn's chief boasts, in spite of its funereal associations. In 1799, the township of Brooklyn, not yet a village, not yet a city by many years, resolved at one of its meetings that the officials be authorized to appropriate all of one acre of land to be devoted to the purposes of a public burying-place. Here, in this "God's acre," it was intended that "the rude forefathers of the hamlet" should sleep, "each in his narrow cell forever laid"; but, unfortunately, the resolution of the town meeting was not carried into execution. There was in the city, when so first constituted, the burying-ground of the old Dutch Church, only recently made to bear one of the greatest emporiums of trade and traffic, on Fulton Street, between Lawrence and Duffield; and there was also the St. Ann's, on Fulton

Street, nearly opposite Clinton. But something on a grander scale was contemplated in 1838. Then the Greenwood Cemetery Company was incorporated, with a capital of \$300,000, and the privilege of purchasing two hundred acres of land. The site selected was upon the historic hills of Gowanus, where Stirling and his Pennsylvania, Delaware, and Maryland regiments had made so brave a stand against the British in 1776. Battle Hill, one of these figuring particularly in accounts of the Battle of Long Island, was part of the land finally purchased. The purchase was attended with some difficulty; the old settlers of Gowanus had not accustomed themselves to a wide outlook, and that Boston had its Mount Auburn was no argument for them that so enormous an extent of territory could be necessary for burying the dead, and it was 1842 before the two hundred acres were fully secured. Purchases since that of adjoining sections, some of which lay over the line in Flatbush, have brought the present dimensions of the cemetery up to over four hundred acres. Its location was superb, the view from its many elevated points, indeed, from its entire surface lying upon the slope of the lofty hills, embracing the wide expanse of the Upper Bay, and all its surrounding and diversified shores. The first person was buried there on September 5, 1840. At a distance of three miles from Fulton Ferry, it was secluded enough for its sad purposes, while not too far to serve as the burial-ground for New York as well as Brooklyn. The two hundred acres appeared an extravagant dimension in those early days; but now there is danger that more than twice the extent will soon be more than filled. Its natural beauty was deftly aided by the hand of art, so that within its precincts as little as possible of the clamorous outside world was permitted to intrude upon the eye. Yet the ear can not be deaf to the intrusion of the living city upon the former seclusion of this city of the dead. An elevated railway runs its thundering trains every few minutes along the whole length of its front on Fifth Avenue, and the clanging trolley car keeps up a good second below the other, besides running along one or two other sides of it. It is all the more piquant, therefore, to read what was fondly thought of its probable security from such rude invasions in the first years of Greenwood's creation. "The general elevation and unevenness of the ground all mark it as a spot unlikely to be coveted by the spirit of improvement, and, therefore, may reasonably be expected to remain *undisturbed for ages yet to come.*" We are too familiar with the famous cemetery in its latest development to need more than an allusion to its costly and magnificent monuments, as well as to the attractions of its landscapes and prospects. It will therefore be of particular interest to transport ourselves to the first few years that followed its inception, and look upon it through the eyes of a contemporary in 1845. Even then with great enthusiasm could the historian Prime say of it: "It is impossible to convey to the mind of a stranger a correct idea of the appropriateness,

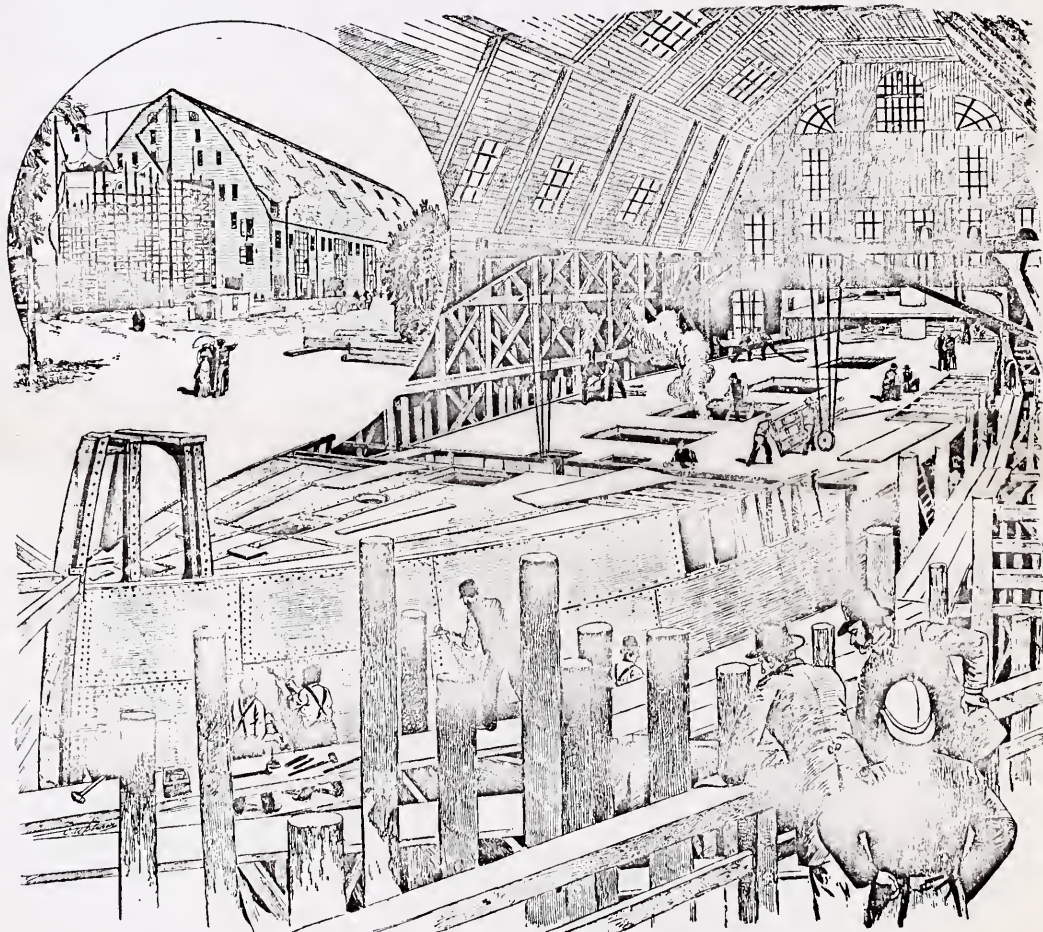
beauty, and solemn grandeur of the place. The surface is admirably diversified by hill and dale, while every now and then a beautiful little lake is spread out in the valley. The greater part of the area is deeply shaded with dense forest trees, without underbrush, which give to the whole scene the somber aspect of the habitation of the dead. The grounds are not cut up into squares and parallelograms. No such figure is to be seen throughout the whole extent. But spacious avenues, neatly graveled, wind through every valley, encompassing numberless hillocks, and intersecting each other at every turn. The main avenue, called the 'Tour,' in numerous windings, forms a circuit of three miles. And, besides this, there are many others. You might travel for hours within this hallowed inclosure, with a fleet horse, and yet at every turn enter a new road."

Not content with one great cemetery even then, at another extremity of the city, Cypress Hills, also well known, was initiated in 1847. In 1848 the first body was there interred. It, too, crowns a noble range of hills, even at that distance from the ocean commanding a view of it over the intervening levels. Lying along the Jamaica Road, some miles beyond the historic "Pass," it had no part in the Battle of Long Island, and it is difficult to understand how cannon balls could have been exhumed there, as is stated, unless the British afterward used the face of the steep hills as a target for artillery practice. One hundred and twenty-five acres were secured for cemetery purposes, which have been largely left to their natural advantages to attract the visitor or the purchaser of lots. "Evergreens" began its existence in 1849, and lies upon the utmost ridge of Long Island's backbone, nearer the city than Cypress Hills, from one part commanding a view of the ocean, from another vantage point overlooking nearly the whole city (now borough) of Brooklyn, including also the Brooklyn Bridge and New York City beyond, which is now, of course, only Manhattan Borough. From the viewpoint just mentioned, too, the eye could look in olden times upon the hollow between the hills through which the Jamaica Road passed on its way to Bedford and Brooklyn hamlets. So hither Howard and his son, of Howard's Tavern, or Half-way House (standing in the fullness of its historic glory in 1849), forced by the enemy, led his stealthy steps to reveal to him the folly of the Americans and the utter defenselessness of that prime strategic point. And thus, lovely Evergreens, growing ever more a thing of beauty to palliate the wounds of death, is entitled to historic interest as well as its sister cemetery in Gowanus.

From the places of repose of the dead, we turn to some of the many associations among the living, which largely interested the population of Brooklyn during its earliest phase of city life. The crack regiment of Brooklyn, the Thirteenth, had its origin during this period. It was a combination into a more united whole of several military fragments. Its Company A was organized in 1827 as the

Brooklyn Light Guards. Later, there arose other military bodies by the names of City Guards, Continental Guards, after the manner of the citizen soldiery of New York, as has been noted in our previous volume. In 1854 a movement was made to organize these separate associations into one regiment, but not till 1856 was this accomplished, and the Thirteenth began its career. The Fourteenth had been organized in 1846, we are told, but how it could be recognized as a regiment, when each of its companies had a different uniform, it is hard to comprehend for a mind accustomed to later conditions. Institutions whose main object was to save life, not to cut it short by bullet or sword, rose up by the side of these others. In 1844 was formed the Association for Improving the Poor; four years later the Brooklyn City Hospital, by a donation of \$25,000 from Mr. Augustus Graham, was placed upon a permanent foundation; and, by the munificence of Mr. John B. Graham, the "Old Ladies' Home" was enabled to build a house for itself in 1851. As to another phase of social life, amusement, entertainment, instruction for the public, the period now in hand naturally brought with it much improvement. In 1848 the Brooklyn Dramatic Association was formed, which exhibited its talent at Prest's City Hotel, next to the Military Garden, upon the ground now occupied by the County Courthouse. The longroom, or assembly-room, was transformed into a little theater seating about five hundred people, and thus altered, the place was named the Brooklyn Concert Hall. In 1849 it passed into professional hands, and the name was changed to the Brooklyn Athenæum, but it served the public as a theater only from May to September. The next year was erected, on the corner of Fulton and Orange streets, a brick structure called the Brooklyn Museum. On the second floor a museum of natural history was maintained, while upon the third floor people who recovered their breath had leisure to perceive that here was a theater. The latter was called a "lecture-room," which was a happy subterfuge in days when religious people frowned on the drama. A revival of the name Athenæum occurred in 1852, applied now to a building on the corner of Clinton Street and Atlantic Avenue. Here opera and drama were both given to a long-suffering public, who did not know what they missed in personal comfort and in the musical effect from the poor adaptations of the Athenæum until later the Academy of Music opened its doors. A fact worth noting in this connection is that in the Brooklyn Museum, on July 8, 1850, Joseph Jefferson made his debut in the "Jealous Wife." "Rip Van Winkle" was then, as yet, asleep.

After its incorporation, the City of Brooklyn rapidly justified and increasingly deserved the title which distinguishes it among the cities of the land as the "City of Churches." A city of homes is apt to be a city of churches. Here thousands of men came to rest from the strains of business every evening not only, but here they remained over Sunday to taste the sweets of home-life as well as of repose. It



WORKING ON THE MAINE AT BROOKLYN NAVY YARD.

was the time to give thought and heart to things invisible indeed, but just as real and necessary as the visible material affairs with which they came in contact during the week over in the big metropolis, with its whirl of business. No wonder, then, that churches multiplied apace as Brooklyn grew in population. The old Dutch Church maintained itself and grew to larger proportions as the years went by. In 1835 the congregation were able to place upon the site on Joralemon Street a handsome structure of the Parthenon style, which is familiar to Brooklynites of middle age, as it stood until somewhere in the "eighties." Then the ground was sold, the building demolished, and, after some vicissitudes, the present little space was left there, intended for a park, but not yet assuming much of the looks of one, except that a few benches adorn a circular space in the center. About 1890, a handsome modern structure was erected on Seventh Avenue and Carroll Street, at a goodly distance, therefore, from its earliest site in the middle of Fulton Street. It therefore approaches in its present location the third Dutch Church established in Brooklyn city, in the Gowanus section (where the First is now), organized in 1839, and which is now called the South Reformed Church. A building was erected on Third Avenue and Forty-third Street in 1840; it has since put up a brick structure at the corner of that avenue and Fifty-second Street. Meanwhile the second Dutch Church had been organized in 1837, now called the Church on the Heights, on Pierrepont Street, its present building being the second one, erected in 1850. This church was made famous by the ministry of the Rev. George W. Bethune, who was considered the foremost orator of his day, whether in pulpit or on platform. We can not follow every individual church thus minutely. To the list of Episcopalian churches were added during this period, Trinity, in 1835, and Holy Trinity, in 1844; Christ Church, in 1835; Calvary, in 1840; St. Luke's, and others. St. Mary's was organized at the Wallabout in 1836, and, in 1847, St. Michael's was erected in a neighborhood of religious destitution by the munificence of the Rev. Evan M. Johnson, who went there himself to labor without remuneration. In 1845, against but three Dutch Reformed Churches, there were eight Episcopalian, equaled in number by the Methodist Episcopal body, which also had eight. In 1846, there was much agitation as to the expediency of creating a Diocese of Long Island. The Presbyterians also kept on growing and multiplying churches, there being seven of them in 1845. In 1844, the first Unitarian Church ("of the Saviour," organized in 1834), erected their building on Pierrepont Street; and the first Universalist Church was organized in 1841, going to a church of their own on Adams Street after holding services in a rented hall. The history of Congregationalism in Brooklyn began, as we noted, in 1785, when an "Independent" or "Union" society worshiped in a building which afterward became St. Ann's. No serious attempt at organizing a Congregation-

al Church was made after that first enterprise failed, until 1844, when the Church of the Pilgrims began its career. In 1846 the present edifice on Henry and Remsen streets was opened and dedicated, and, in the same year, a call was extended to its present pastor, the Rev. Richard S. Storrs, Jr., later D.D., and whose name and fame are over all the Union. The next year saw the beginning of a church which has made the name of Brooklyn a familiar term not only on this continent, but throughout the Christian world; and this by reason of the extraordinary man who became its pastor immediately. Nine members of the Church of the Pilgrims were set apart to organize this other Congregational society, which was named Plymouth Church. The buildings and grounds of the first Presbyterian Church on Orange Street were purchased, and here, on May 16, 1847, a service was held at which the Rev. Henry Ward Beecher, of Indianapolis, Ind., was invited to preach. He had come on from the West to attend and speak at the May meetings of the American Home Mission Society, in New York City. His remarkable powers were at once noted, and a few progressive gentlemen, with John T. Howard (the father of the "Tyro" journalist) at their head, determined to secure him for Brooklyn. On June 14, 1847, Mr. Beecher was called to be the pastor of the new church, and on October 10, 1847, he began those labors of which the fame is now widespread and unsurpassed. Mrs. Howard had not taken her dismissal from the Church of the Pilgrims with her husband. On the morning of October 10, as they both left the house together to go to their respective churches, this lady, feeling acutely the anomalous situation of going a different way from her husband, turned and remarked that she would go with him, as very likely there would be but few in his church anyhow, and she wanted "to help make out an audience." As she lately remarked, she was probably the only person who ever went to hear Mr. Beecher with the laudable desire to "help make out an audience" for him. She was so charmed with his power and eloquence that she forthwith followed the example of Mr. Howard, and became an active member of Plymouth Church. In 1845, the Free Congregational Church was organized, the Clinton Avenue in 1847, and the Bedford Congregational in 1848. As was said, there were eight Methodist Churches in 1845. One was organized at Gowanus in 1842, Carlton Avenue in 1844, and Pacific Street in the same year. In 1849, First Place began its work, and in 1854 Fleet Street was added to the number. The Roman Catholic Churches had also increased in a remarkable degree, so much so that in 1853, Long Island was created a Diocese, of which the Very Rev. John Loughlin became Bishop. In 1852 there were fifteen public schools in Brooklyn. Before the end of the period now in hand, the Packer Institute (1854) had succeeded the abortive female academy scheme, achieving a success which has extended its fame beyond the city's bounds. In the same

year of its origin, the boys of the city were provided for in the celebrated Polytechnic Institute. Many private schools flourished in the city. Besides this, mental improvement was furnished by several libraries, such as the Apprentices', directly established as such, or connected with the Athenæum, Lyceum, Brooklyn Institute, and Literary Association, an account of which more properly belongs to a subsequent chapter.

A brief glance at the surrounding towns, destined to become component parts of the city now organized, must conclude the present chapter. The threads of narrative must include these rural districts because the great city has made them her own so lately, but very little history was making among farming communities keeping "the even tenor of their way, far from the madding crowd's ignoble strife." Yet it is rather a pessimistic view of the situation to conclude that the strife of the crowd so near them, hastening on a development of municipal glory which would ere long sweep them within its meshes, was altogether ignoble. But it requires too many inconvenient punctuation marks to alter a citation, hence the suggestion that there was anything ignoble about it had to go down, and may be useful after all. We shall content ourselves with noting that in Flatlands a Primitive Methodist Church was organized in the Canarsie section in 1840; and in 1851, presumably in the same neighborhood, at a safe distance from the stronghold of Dutchdom and Calvinism, a Methodist Episcopal Church arose in the township. A few more nuggets of historic lore come to us from Flatbush, as becomes so aristocratic a community. In 1848, a movement, begun some years before, to open Flatbush Avenue from Brooklyn to the village, was again agitated, but occasioned what seems an unreasonable opposition on the part of the inhabitants of the latter. Fulton Avenue was about the same time laid out toward Bedford. In 1854 the road from Brooklyn to Flatbush was finally surveyed, laid out, paved, and graded as Flatbush Avenue, and a year later it was extended to Flatlands as a plank road. Several streets were opened upon Mr. Adrian Vanderveer's farm, near the Clove Road, in 1835, and more of them were mapped on paper for future auction. The accommodating gentleman who carried people's letters back and forth to Brooklyn, was superseded by regular postoffice facilities not long before 1840, Flatbush deriving that benefit from a line of stage coaches running through it from Brooklyn to Fort Hamilton. As to school matters, Erasmus Hall continued to flourish and several select schools also sprang up in the village on account of its salubrious and retired situation. The public school for a long time occupied a part of Erasmus Hall, but in 1845 a separate building was erected and utilized for this, which thus became Public School No. 1. The Old Dutch Church occupying the fine building it does to this day, experienced no special changes, and its pastor, Dr. Strong, inducted in 1822, remained with it for many a

year beyond this period. But Flatbush, with an increased population, naturally began to realize a diversity in religious faiths, and so we notice that an Episcopal Church (St. Paul's) was established in 1836, and a Methodist Church in 1844. Other nuclei of population in the township also came into existence. A village was formed in the extremest southwestern corner, adjoining the boundaries of Gravesend and New Utrecht, in 1851, called Greenfield then, and Parkville now; while Windsor Terrace, situated between Prospect Park and Greenwood Cemetery, in the northwestern corner, was



NAVY YARD. MORNING DRILL AFTER ROLL CALL.

started in the same year. A movement of considerable interest was the separation of nearly one-half of Flatbush township into a township by itself. This was the part long known as the New Lots, having been allotted to proprietors later than the other portions, and it received that name as a town. Its development was extraordinarily rapid, so that it became annexed to Brooklyn as a ward several years before any of the other outlying towns, except, of course, Bushwick, of which we shall speak in the next chapter. New Lots was made a town in 1852, but in 1837 began an enterprise within its borders which led to this march of progress in municipal existence just alluded to. Then was created "on paper" a city that was intended to outrival New York, and was defiantly named, in advance of that proud

achievement, "East New York." A tract two miles long by one mile wide was purchased from the farmers living along the New Lots Road by a Mr. Pitkin, who laid out the territory thus acquired into lots which he sold at the modest price of from \$10 to \$25 apiece. The panic of 1837 was a fatal blow to this enterprise, and the city on paper was reduced to the homely uses of the farmers again. But in 1853 the scheme of Pitkin was revived by others, small dwellings were put up and sold at reasonable rates, and population soon came to fill up the level lands of a few years before, especially when street cars came to supplement the transportation furnished by the steam railroad, and the easier town government made East New York a place of revelry and free beer on Sundays. The Reformed Church of New Lots, in 1839, threw off a branch at East New York, of which Principal Campbell, of Erasmus Hall, acted as pastor for two years.

Gravesend was yet slow in its progress during these earlier years of the century. From 1700 to 1738 it had made an increase in population of sixty-four persons; from 1738 to 1838 its gain was all of four hundred and twenty-seven. But its days of "rapidity"—all too much of it, perhaps,—were yet to come; yet even in 1845 there were premonitions of its later destiny, for its Coney Island was already appreciated. Prime writes of it: "It has become a place of great resort in the hot season for the luxury of sea bathing, and the enjoyment of the ocean air." In 1844 the exploitation of the island began, two gentlemen from New York leasing the westernmost extremity and building a pavilion upon it, as well as a dock for the landing of steamers at Norton's Point. Two or three modest houses of entertainment were also put up at this point, and it is recorded that on a Fourth of July of one of these early years, which happened to be a Sunday, the toll-gatherer on the "Shell Road" counted three hundred vehicles that passed his gate on the way to the island. Gravesend was also invaded by the Methodists, who established a church at Sheepshead Bay in 1840, and one nearer the old Dutch Society in 1844.

In those days of small things, New Utrecht could put in a claim of serious rivalry not only, but of superiority as a summer attraction, over Coney Island. Fort Hamilton was drawing a settlement around itself, where St. John's Episcopal Church was organized in 1835. In 1836 a company was incorporated for the purpose of constructing a railroad from Brooklyn to Fort Hamilton, Bath, and Coney Island, which did not materialize till later, and then left out Fort Hamilton. In the same year the New Utrecht Dock and Steamboat Company was established. Bath, a village, and Bath House, an excellent public house, drew many people hither during the summer heat. The house had a lawn in front of it beautifully shaded and sloping down to the bay waters. As it was the nearest watering-place to two cities, it was largely patronized. Shad fishing continued to yield profitable returns to the inhabitants of New Utrecht, as it had done in earlier days.

CHAPTER VIII.

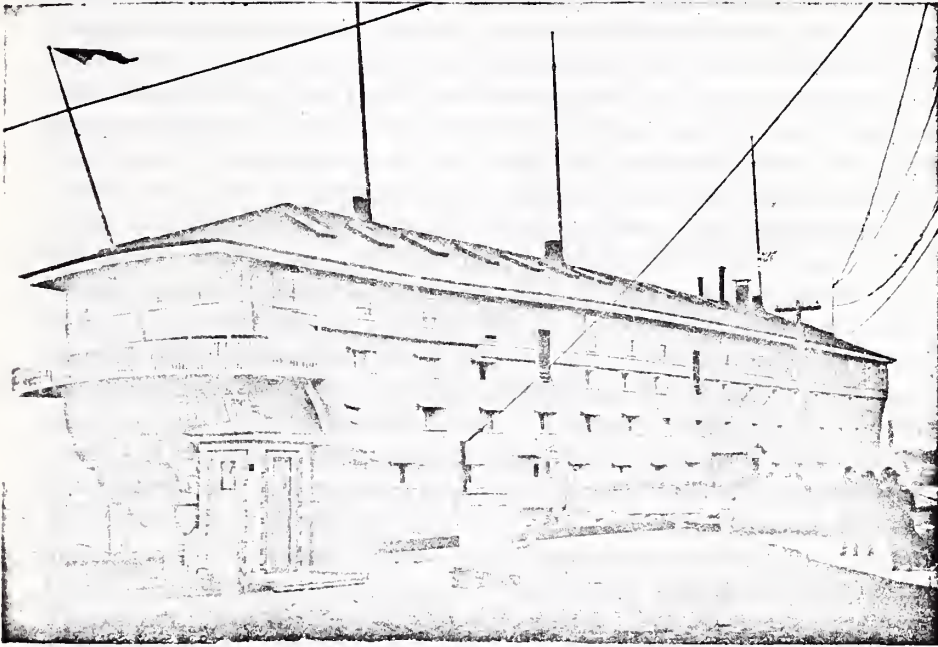
THE FIRST CONSOLIDATION.



WE have left out of the range of our vision for some time the good old town of Bushwick, so closely linked with the other Dutch towns of Kings County in all things, both civil and ecclesiastical. This is because Bushwick sooner than they became identified with its sister Brooklyn. A part of it became an incorporated city; and then throughout its whole extent as a township (without, of course, retaining its name), shortly after this section of it had arrived at that distinction, it was merged into the other city. Therefore, it becomes entitled to a careful treatment of the events that led to such an issue, as forming part of the history of the Greater New York.

At the opening of this century the town of Bushwick stretched its cultivated territory, with occasional woodlands, in peace and quietness from the Wallabout to Newtown Creek, resting at the rear against this natural boundary between itself and Queens County, as it turned southeastward from the East River. The road from Brooklyn to Flushing traversed it, and a road ran past the old Church from the north to join this Flushing Road. Bushwick Creek ran up into this territory, setting apart the Greenpoint portion. Locating their village center where they did, the people of Bushwick seemed to have been a little shy of the river. Yet there was a section known as "the Strand," where the houses of the farmers clustered a little closer together. In the far southwest corner, where the Broadway ferries are now, dwelt the descendants of that Jean Mesurole, who had somehow got possession of a farm there, as we saw in a previous chapter. Bushwick had done its part toward sending its men to the front in the Revolution, and had itself bravely endured hardships and insults during the British occupation. On December 2, 1783, exactly a week after the Evacuation of New York, the villagers gathered at the village green, near the church, and enthusiastically celebrated the happy event. At the dawn of day the Stars and Stripes were flung to the breeze, and a salute of guns awakened the few who could be tardy at a time like this. A barbecue encouraged the hilarity of the day, and the ox roasted whole provided hearty viands for the hungry who had flocked together from a distance. It was a day of happy reunion for those who had fought for their country, and had for that reason been

banished from homes occupied for seven long years by the enemy. The more solid part of the feast over, thirteen toasts were drunk, each punctuated by a salute of guns, hearty cheers, and patriotic music. As an eyewitness wrote of the celebration: "Every countenance displayed in the most lively manner the joy and gratitude of their hearts upon this most happy and important event; and what added to the cheerfulness of the day was the once more beholding the metropolis of this State emerging from that scene of ruin and distress which it has severely experienced, during the late contest, from a cruel, unrelenting, and insulting foe." Thus the city newspaper did full justice to Bushwick's celebration, and did not forget to take glory to its own town by making it appear that the villagers' chief joy was occa-



NAVY YARD, RECEIVING SHIP VERMONT.

sioned by the happy release of New York. Again, in the War of 1812, we find Bushwick foremost among those laboring in the trenches of Brooklyn. Its quota was headed by Domine Bassett of the Dutch Church, who led his followers in prayer ere they struck spade or pick-ax into the yielding soil upon Fort Greene. This Mr. Bassett had come to the Bushwick Church as its first English pastor in 1811, at which time the society became separate from the collegiate arrangement of the county towns, although here, as elsewhere, Domine Schoonmaker preached at stated intervals in the old mother tongue until his death in 1824. In 1829 the octagonal church, with its pyramidal roof, was replaced by a more modern structure, and in 1840 the

church that now crowns the knoll of green, amid its uninviting surroundings, was erected.

But we are getting away from the opening years of the century, when Bushwick lay in rural repose, its people diligently tilling the portions of the earth allotted to them severally, and which had come to them in the course of years as their forbears quietly passed away to fields that need no cultivation. The main evidences of enterprise were such as other Kings County towns were wont to exhibit, and which the inflowing and outflowing tides naturally suggested. Where Newtown Creek (or Maspeth Kill) forced the rising waters into inlets or ponds, the wary mill owner constructed dams and sluices to catch them at their flood, and let them out only on condition that they should do the work of turning a wheel for him, whose revolutions then communicated the movements proper to millstones in grinding grain into meal. From descriptions of these mills they do not appear to have been handsome; but their usefulness can not be questioned. Thus farmers tilled the soil and reaped the crops and the millers ground their meal, undisturbed by the whirl of business that was growing louder and louder upon the little island across the river—when all at once, in 1802, one of these indefatigable New York merchants turned his eyes to Bushwick, and saw here possibilities which less far-sighted people never dreamed of. He bought by proxy about fifteen acres of the old Meserole farm, part of which, by descent and purchase, had passed into the hands of the Titus family. When, finally, Mr. Richard M. Woodhull did openly claim ownership, he brought over an engineer of the United States Army, a Colonel Williams, by whom the tract (at the foot of North Second Street) was surveyed and laid out into city lots. A ferry was also by him established, running its boats from the foot of North Second Street to Corlear's Hook, on Manhattan Island, where Grand Street reaches the river now, but where no Grand Street appeared then. A hay press was also erected by Mr. Woodhull near his ferry, and everything was done to induce population to gather. This local habitation of course would be much served by a name, and Woodhull gave it that of Williamsburgh, in honor of his surveyor. But his scheme did not work well; or rather there were too many to work the same scheme. A Mr. Thomas Morrell, of Newtown, also bought a part of the old Meserole farm, his acres lying southward of "Williamsburgh," and centering about the foot of the present Grand Street in Brooklyn. These were likewise transformed into city lots, and the name of "Yorkton" given to the prospective settlement. A ferry must of course be established to vie with the other, and it ran from the foot of Grand Street to the same point at Corlear's Hook as Mr. Woodhull's. Somehow or other success attended Morrell's scheme, and deserted his predecessor's in the field. The ferry and lots at North Second Street were not patronized by the Long Islanders or New Yorkers, but to Grand Street they would come

to be ferried over and to buy lots and live. Yet they kept saying with strange persistency that it was "Williamsburgh" to which they were bound when starting with their produce from the back country for the city markets, or when bound for a day's excursion over to Long Island from New York. Thus "Yorkton" passed into utter forgetfulness, and all that was left of Mr. Woodhull's dollars and carefully surveyed lots for him to glory in or benefit by was the name immortalizing his surveyor. It became the title applied to all the territory from Broadway to Newtown Creek, and absorption by Brooklyn has by no means quite obliterated the name from common speech. These transactions had all been accomplished (resulting in ruin to the first and success to the second) before the War of 1812 broke out. The return of peace in 1815 did not immediately realize the great hopes of the speculators at Williamsburgh. In 1814 there was a population of 759. Six years later, in 1820, there were only 934. As the years went on men of enterprise began to come. In 1819 the "Father of Williamsburgh" made his abode there, so called because the place owed much to his intelligent interest in its welfare, and to his material assistance in days of stress. This was Mr. Noah Waterbury. He came to Brooklyn when a mere lad in 1789, being apprenticed to a shoemaker. When released at twenty-one, he assumed the lease of Catharine Street Ferry; went into the lumber business, and passed from that to ropemaking. When he came to Williamsburgh he established a distillery, but, leaving that again, he took to real estate, later to banking, and, when the village received incorporation, became the first President of its Board of Trustees. Another "founder" was David Dunham, who died in 1823, a merchant of New York, whose enterprise had sent the first steamship to trade to Havana and New Orleans. In 1825, real estate promoters again took hold of property here. The Furman Brothers of New York bought twenty-five acres, reaching from South First Street, along Second Street (now Wythe Avenue) to South Third Street, and stretching eastward as far as Sixth Street (now Roebling Street). The price paid was \$300 per acre. A wise plan was to offer a lot one hundred feet square to the Dutch Reformed Society when that was organized in 1828. The building was ready for occupancy almost simultaneously with the organization, and stood on the corner of Fourth Street (now Bedford Avenue) and South Second. It is the same church (First Reformed of Williamsburgh) which is now to be found on the corner of Bedford Avenue and Clymer Street. It may just be remarked here that the first church organized within the bounds of Williamsburgh was of the Methodist persuasion, and dates from 1807.

Meantime the conditions that were now being realized seemed to justify the place in aspiring to incorporation as a village. This was accomplished in 1827. As in the case of Brooklyn, it was the ferry that held in proximity to it the people and their dwellings. In 1827

New York exceeded two hundred thousand in population, and the open country on and about Corlear's Hook was beginning to disappear and make way for streets actually built upon instead of being merely indicated on surveyors' maps. Ten years before, Williamsburgh Ferry had begun to rejoice in a "team-boat," thus facilitating and inviting increased travel across the river at this point. Not long after a new impulse to ferry transportation was given by Mr. Dunham, who, with one or two others, bought up all the land which had originally been Woodhull's. He supplanted the horseboats by more commodious ones propelled by steam power. Population gradually grew, and with more residents certain mistaken policies followed by those domiciling here were emphasized to an unpleasant degree. The people built along the roads or streets as they were, and all attempts at general improvements were frustrated by the disinclination of many householders who on several of the streets were unwilling to join their neighbors in the expense or labor involved in grading or paving. The town government of Bushwick offered no remedy for this evil, being without sufficient head or concentration of authority. It was obvious that a system of government with officers, and power to compel compliance with general demands for improvement, would bring Williamsburgh into a better condition, and induce people from New York to make their homes there. So agitation began for a village charter, which was finally obtained from the Legislature at Albany on April 14, 1827. All the authorities state the precise description of the limits of the village to have been as follows: "Beginning at the bay or river, opposite the town of Brooklyn, and running thence easterly along the division line between the towns of Bushwick and Brooklyn, to the land of Abraham A. Remsen; thence northerly by the same to a road or highway at a place called Swede's Fly; thence by the said highway to the dwelling house late of John Vandervoort, deceased; thence in a straight line northerly, to a small ditch or creek against the meadows of John Skillman; thence by said creek to Norman's Kill to the East River; thence by the same to the place of beginning." Without following minutely all these indicated turns and lines we can make the general reader understand readily that the village contemplated by this charter did not take in all of the town of Bushwick, even as Brooklyn village was only a part of Brooklyn township. This distinction was made all the sharper in a very peculiar manner in 1840, when Williamsburgh village was also made Williamsburgh township. It is hard to see why such a piece of supererogation was perpetrated. At once the village officers were supplemented by a set of town officers whose jurisdiction covered exactly the same territory. Each of this set of officers required a separate election, with the machinery and cost appertaining thereto. The part of Bushwick that Williamsburgh covered may be read from the above description to have been confined between Norman's Kill

or Bushwick Creek, and the Wallabout. Thus it excluded the portion of the later city known as Greenpoint at the north. On the south the line ran partly along the present Division Avenue. It is also to be remembered that the portions now popularly known as South Bushwick and New Bushwick did not come within the village bounds. Mentioned in the charter of 1827, and, therefore, by the passage of it, constituted as the Board of Trustees, were five gentlemen hitherto largely identified with the development of the settlement. They were Noah Waterbury, John Miller, Abraham Meserole, Lewis Sandford, and Thomas T. Morrill. These men (with the exception of John Miller, who declined to serve) were installed by taking the oath of office on April 26, and on April 30, they met and organized, electing as President Mr. Noah Waterbury. By a vote nearly unanimous, the charter-officers were re-elected by the suffrages of their fellow-villagers in November, 1827, Peter C. Cornell being put in the place of Miller. The meetings of the Board were held in a small frame house, fronting with gable to the street, located on what was then called First Street (now Kent Avenue), about seventy-five feet north of Grand Street. The rooms not needed for the business of the village magnates were devoted in part to the accommodation of a justice of the peace, and in part to the sale of articles of tinware and of stoves. In 1829 the population had advanced to 1,007, not a great leap from that of 1820. There still seemed to be something in the way of progress. The greatest injury to the place was done by land speculators. Between 1828 and 1836 several tracts embracing one or more farms were bought up by parties in New York. They were laid out (on paper) into streets and lots; sometimes a street would be actually opened, and some dwellings more or less pretentious erected upon it. But whether in actual condition for building or existing merely on paper there was a lively trade in Williamsburgh lots. The center of this traffic was at two offices in New York City, 142 Fulton Street and 5 Nassau Street. Here men would flock eagerly to catch a chance at real estate holdings, as they were auctioned off like furniture at a vendue, or wheat and stock on the exchanges. "At public and private sales," writes one, "large numbers of lots were disposed of, moneys were paid for margins, and mortgages were taken back for part of the purchase money to twice the intrinsic value of the property. All went merrily, the land-jobbers were reputed to have become wealthy, and their customers saw fortunes in their investments. And the pasture-lands and fields, which then made up nine-tenths of the territory of Williamsburgh, were clothed in the hopeful imaginings of the holders of lots with all the incidents of a busy, bustling town." The unsoundness of the basis upon which all this speculation proceeded became manifest all too soon in the great panic of 1837. The extravagant expectations might have been realized if time had been allowed for the improvement of conditions, but when the financial crash came, and

credits vanished in every direction, the mere emptiness of the claims as to the value of the property dealt in was at once revealed. Two years before the panic, in 1835, the village charter was amended by act of Legislature. This enlarged the village boundaries, so that what are now the Sixteenth and Eighteenth wards of Brooklyn were added to its territory, extending the line southward along Flushing Avenue, and eastward to Newtown Creek, still leaving out the South Bushwick and Greenpoint portions of the old township. The number of Trustees was increased from six to nine, and Edmund Frost was elected President of the enlarged Board. These changes had a beneficial effect upon the prospects of the town, and gave it an impulse toward its later remarkable prosperity after the panic of 1837 had spent its effects, and the bad results of the speculative fever had been overcome sufficiently to make a new start possible. The Board was very active in the building of wharves and docks, inviting commerce and industry to its own doors; also a ferry was established to Peek Slip, striking more nearly into the business center of the metropolis. This brought many residents to Williamsburgh who could do business in the city and breathe the air and enjoy the prospects upon the high ground of the village after the toils of the day. Indeed, with an improved government and real estate no longer fraudulent or deceptive, there was an awakening to the real advantages of this locality. People were surprised that they had not before noticed or appreciated these, applicable alike to the "successful prosecution of every species of manufacture and commerce, and the erection of pleasant and convenient private residences." Accordingly, we find that by 1840 there had come to be a great increase in population. The 759 of 1814 had become only 934 in 1820; and in 1829 the latter figure had just crept above the one thousand. But in 1840 the population had grown to 5,094, and only five years later this had been more than doubled, reaching 11,338. Commenting on these statistics, the historian Prime is led to call it (reminding us of the fact that the place covered no more than two square miles of ground), "the most populous town in proportion to its territory on the island; and the increase of its inhabitants during the last few years is almost without a parallel." Yet while commending its admirable situation as "a peculiarly pleasant and desirable residence," a locality which nature seems to have formed for "the site of a beautiful town," he complains that man has marred nature's work by a very bad method or plan of laying out streets. "It will be a matter of lasting regret," he says, "that the streets were not laid out in exact parallels and perpendiculars; and it is difficult to imagine on what principles so many veering and converging streets could have been laid down on a tract of land that presented no obstacles to a perfectly regular plan." Perhaps this enthusiasm for "a perfectly regular plan," consisting of "parallels and perpendiculars," will not be shared by every one. There may be ideas

of picturesqueness and variety which are served better by a little shifting of the "regularity." If only these "veering" streets, as now seen in this section of Brooklyn, had been built upon with elegant or substantial houses, instead of presenting a perfect wilderness of commonest and flimsiest wooden structures, perhaps the oblique angles and triangular plazas thereby secured would have decidedly added to the attractiveness of the city. As it is, a glance at the map of Brooklyn reveals patches of "parallels and perpendiculars" leaning against one another where they start out occasionally from some wildly diverging thoroughfare. Those who sigh for rigid regularity, however, will be able to sympathize with the ancient historian in his regret that a golden opportunity has here been so wantonly neglected: "In the whole circuit of the City of New York there is not a spot of ground of equal extent, where a village *could* have been laid out with such perfect regularity, in both the direction and the grade of the streets, as within the entire limits of Williamsburgh." It is a matter for deeper regret, however, that the speculators who brought ruin to so many persons, and who retarded the progress of the town for so many years, should have been immortalized by streets that bear their names. It is well enough to recall original settlers by the names of Conselyea Street or Skillman Avenue, or Meserole Street. Village President Waterbury has been honored, and also President Frost. We might have looked for some such remembrance of Woodhull, to whom we owe the name of Williamsburgh, and the first enterprise that led to the later development. But neither he nor Morrell, of the "Yorkton" venture, were thus brought before the minds of later generations until quite recently, since the historical spirit has extended its sway even over the counsels of aldermen. History would have quite readily excused, however, the burying in oblivion of names that now attach to many prominent thoroughfares in what was formerly Williamsburgh city. One of the agents for the speculators was a William P. Powers, "a handsome, amiable, and honest young man."



GOVERNOR DANIEL D. TOMPKINS.

He occupied the exalted position of law clerk in the office of John Lorimer Graham. Honest though he may have been himself, he was made a dummy by a company of land speculators who did not care to be known, and who put all the titles to the property they acquired in the law clerk's name. To this memorable business we owe Powers Street, Lorimer Street, and Graham Avenue. The good Mr. Dunham had a desire to perpetuate his name by giving it to Grand Street, but the latter title was not one so easily wiped out. As population increased and scattered itself over these streets, means of communication between the more distant ones and the ferries naturally appealed to somebody's enterprise. The demand was responded to by a Mr. Williams, who is described as a painter. We are to presume he was a house painter, as the records of American art do not contain his name among the devotees of the mimic brush and the glowing canvas. A more likely guess would be that he was a carriage painter, whereby he would have become acquainted with the quality and cost of vehicles. At any rate, he procured a number of omnibuses, or stages, and started a line of them between some remote part of town and Peek Slip Ferry. We may, perhaps, be able to rescue from oblivion their precise starting point. Pains-taking chroniclers have been careful to furnish us with Mr. Williams's residence. It was on South Fifth Street, near Twelfth Street, that then was. Now Twelfth Street was the extreme limit of the system of streets thus numbered, beginning at the East River and running parallel thereto. The exigencies of later events, soon to be related, necessitated a change in the names of all these numbered streets, and under this necessity, the name of Hewes Street was extended to Twelfth Street. But its very designation (Twelfth) would indicate its remoteness; it was near the outskirts of the town as it was then. Hence, the trip from the residence of Mr. Williams would pretty nearly cover all the inhabited parts of the village. Unfortunately his stages did this in a sense too literal; they did actually attempt to cover the whole village instead of following one clearly marked course of travel. Like the stages in Brooklyn before the advent of Mr. Montgomery Queen, the Williamsburgh vehicles would deviate from the prescribed line to any length up side streets, wherein they descried a passenger waving a handkerchief. Perhaps, too, signals had been arranged between citizens and drivers, whereby a house anywhere, displaying such in a side street, could draw the omnibus to its front, where it would wait till the inmate desirous of travel should step out prepared for the trip. This was exceedingly neighborly of Mr. Williams, but it did not commend the omnibus service to the public of Williamsburgh as a time-saving device, or as a means of getting anywhere in particular. So the end of six months saw also the end of this laudable enterprise, and rapid transit for Williamsburgh was postponed for many a weary day.

In the days before prosperity came with a rush, Williamsburgh

had but little to show in the lines of commerce, industry, and manufactures. Statistical records tell of five ropewalks, one distillery, one slaughterhouse, one hay scale, and three lumber yards, in 1830. Wharves and docks brought business to the city after 1837. In 1839 an attempt was made to establish a bank, to be called "The Bank of Williamsburgh." But the provisions of its charter seemed to furnish no guaranty against the most reckless or arbitrary proceedings of its directors, and no man of substance and reliability could be found to become President of it. It opened business on the corner of First Street (now Kent Avenue) and Grand, but its sign announcing its existence was displayed, we are told, but for one day. Dr. Stiles grows quite facetious over the abortive venture. "Tradition asserts," he says, "that the same signboard, repainted and relettered, afterward indicated the whereabouts of a much sounder concern, known as Lemuel Richardson's Lock Factory. Plates for bills were engraved, a few notes were printed, and it is even said that *one* was signed, but *quien sabe?* It is among the mysteries of our history." Several years later, in 1851, a much more successful venture was inaugurated in the shape of the Williamsburgh Savings Bank. In 1850 a gaslight company was inaugurated, and the first directory of the city, published that year, contained 5,300 names. Just as the village was about to become a city, two banks started upon their career, the "Farmers' and Citizens'" and the "Williamsburgh City." The first fire insurance company also began its operations. In 1829 a post-office had been established for Williamsburgh, with Lewis Sanford as the first Postmaster.

It is not to be supposed that Williamsburgh would long remain without that indispensable and never-failing feature of an American community—the newspaper. The first attempt to furnish the villagers with this medium of expression for their sentiments and conveyance of information, was made in 1835, when the *Williamsburgh Gazette*, a weekly, began its career. It was non-political, or at least non-partisan, until the cry of "Tippecanoe and Tyler, too," was in the air, when it heartily echoed this battle-cry, went in for Harrison, and became the Whig (precursors of the Republicans) organ in 1840. This taking of sides seems to have brought it prosperity, and, in 1850, it was issued as a daily. But after that its career was short, for it suspended in 1854. A second journal was the *Williamsburgh Democrat*, which seemed a necessity in 1840, when the *Gazette* came out squarely as a Whig partisan. The *Democrat* ceased to exist in 1848. The year before (1847) saw the beginning of another newspaper enterprise, *The Morning Post*. Its life was not greatly prolonged, but it gave occasion to the rise of another paper, which occupies a leading position in Brooklyn to this day. This was the *Williamsburgh Daily Times*, as then it was called, originating in 1848, and said to have been started as the result of a quarrel among

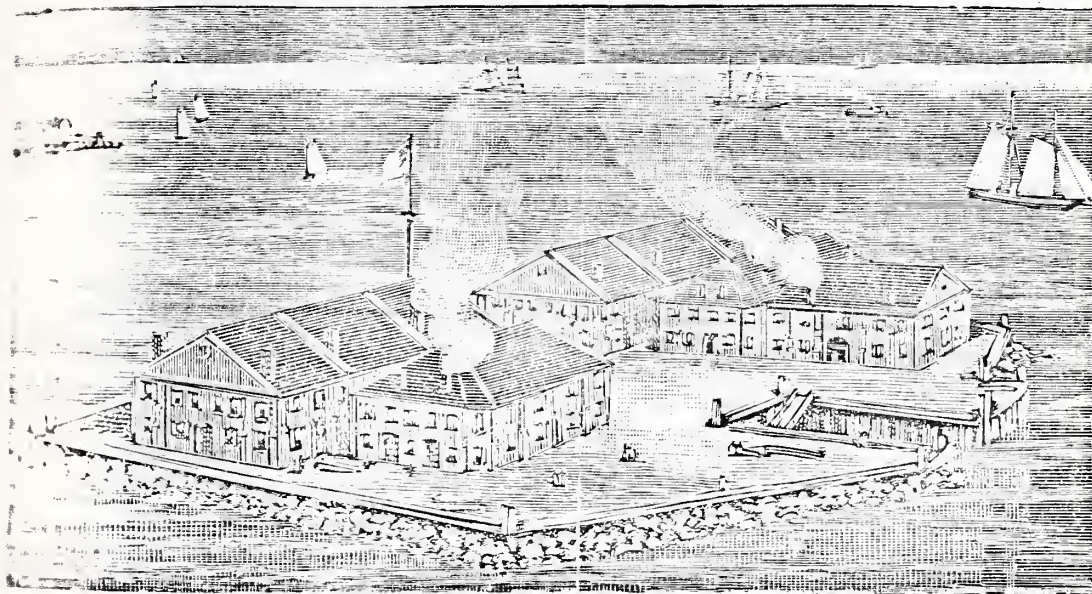
the owners of the *Post*. It imitated the *Gazette*, in commencing as a neutral paper, but the trend of parties was too strong, and sides had to be chosen. The *Times* then espoused the Republican (or Whig) cause. Whether before or after this step, it soon gained a firm hold upon the esteem and confidence of the Williamsburgh people, which it has not only not lost, but increasingly secured. In 1854, at the consolidation, it began to assume its present name, the *Brooklyn Times*, and is still for this section of the enlarged city what the *Eagle* is for the other, as aside from its political affiliation it is the paper for every home. Yet another paper was established in 1850 called the *Independent Press*. There was a Municipal Reform Association even in those early days, the very year when New York's aldermen, with Tweed among them, were placed under arrest. Hence the *Press* seemed to fill a need, and success was immediate. But it did not last long. From the high plane of independence it descended to partisanship, became a Democratic organ and suspended animation as well as circulation in 1857. A German newspaper must also be credited to Williamsburgh—the *Anzeiger*, in 1851, which became the *Long Island Zeitung* in a few months. It also started independent, became Democratic, and died in 1854.

Williamsburgh was never known as the city of churches, but it had ecclesiastical features of some interest, which deserve to be noticed. It has already been stated that the Methodists were the first to organize a society, in 1807. Their building, erected in 1808, stood on North Second Street, between Fourth (Bedford Avenue) and Fifth (Driggs Avenue) streets. This primitive house of worship, plain and in keeping with their small beginnings, was followed by a more pretentious one of brick on South Second Street, between Fifth and Sixth streets (or Driggs Avenue and Roebling Street), in 1840. From this mother church all the M. E. churches have gone forth. The next denomination to occupy ground in Williamsburgh was, as already noted, the Dutch Reformed Church about 1827 or 1828. The first Episcopal Church was St. Mark's, on Fourth Street (Bedford Avenue), corner of South Fifth. It started in 1837 with twelve communicants. In 1839 a small brick chapel was built, the space cleared for it being taken from a farmer's cornfield, where the stalks nodded in silent assent around the worshippers within. In 1841 the church itself was completed. A year later the Presbyterians organized their first church of the New School. The society was disturbed once or twice by discussions of abolition and union with the Old School. Yet they kept intact, and in 1848 a substantial church was built on South Fifth Street, corner of Sixth (or Roebling) Street. Meantime, the Old School division of the denomination had organized, assembling at first in a public schoolroom in 1844. In 1845 a church building was begun on the corner of South Third and Fifth (now Driggs Avenue) streets. The Rev. E. P. Stevenson became the first pastor in

1845, to be succeeded by the second, the Rev. John D. Wells, in 1850, who is still in the pastorate, assisted by his son. Under the rather imposing title of the Williamsburgh Bethel Independent Baptist Church, the first congregation of that order was instituted in 1839. In 1842 or 1843, a building was erected on the corner of Fifth (Driggs Avenue) and South Fifth streets, and in 1846 the simpler designation of the First Baptist Church of Williamsburgh was assumed. The first Congregational society was formed in 1843. It was partly the result of the agitation of the question of abolition in the New School Presbyterian Church, which induced four men and three women to ask for their letters of dismissal, and who thus became a nucleus for the new organization. There were enough to join them to make possible the erection of a brick church on South Third Street, corner of Eleventh (Hooper) Street. A second Congregational Church was the New England Society, organized in 1851. After worshiping for a year or two in a hall, a building was put up on South Ninth Street, about midway between Fifth and Sixth streets (Driggs Avenue and Roebling Street). Its first pastor was the Rev. Thomas K. Beecher, a brother of the famous pastor of Plymouth Church. The Universalists of Williamsburgh began their history in 1845. In 1847, a neat, plain church was erected on Fourth Street (Bedford Avenue), corner of South Third Street, which has since been succeeded by one on South Ninth Street, between Bedford and Wythe avenues. The Roman Catholics of Williamsburgh, like those of Brooklyn, were at first (since 1838) visited by the clergy of St. Peter's on Barclay Street, New York. In 1841 two Roman Catholic churches were organized—one, for the German-speaking portion of the people, called the Church of the Holy Trinity, located in Montrose Avenue, near Ewen Street. A new building was put up on the same site in 1853, the expense of it being borne entirely by its first pastor, the Rev. John Raffener, who remained in office till his death in 1861. The other church, organized the same year (1841) was St. Mary's, as first designated. It is now known as St. Peter and St. Paul's. A man who deserves to take his place among the many notable clergymen Brooklyn has produced, became its first pastor. This was the Rev. Sylvester Malone. In 1844, he began his ministry at St. Mary's, and ere long the handful of communicants had increased to three thousand. A larger edifice was now imperatively needed, and, in 1848, under the new name of St. Peter and St. Paul, arose the church on Second Street (Wythe Avenue), between South Second and Third streets. Father Malone has remained pastor until this date, other clergy having acted as his assistants. Not long ago he celebrated the fiftieth anniversary of his consecration to the priesthood. His genial presence and benign countenance are welcomed at gatherings of other communions than his own. His voice is always heard on the side of righteousness and thorough American patriotism, and in an unusual degree he fraternizes with Christians

of the Protestant persuasion. Indeed, this fraternal spirit was early noted as a characteristic of church life in Williamsburgh. There was union of effort and sympathy in co-operation among Methodists and Baptists, Reformed Dutch and all, in regard to everything pertaining to the moral and religious interests of the place. The ministers of the various denominations met regularly in social gatherings to discuss ways and means of evangelical work. Once a month also there was held a lecture in the different churches in turn, which the members attended in large numbers for the purpose of united worship. An event of some importance in the ecclesiastical history of Williamsburgh was the raising of the "Midnight Cry" in its streets during the winter months of 1843 to 1844. This cry was sounded forth by earnest believers in the Second Advent of Christ, who, it is well known, periodically calculate and announce the precise time of His coming, and then go about exhorting the world to prepare for the end. Williamsburgh was fixed upon by these fanatical persons for this queer propaganda at that time. They held meetings in groves in the vicinity day after day, to which not a few were attracted by curiosity. Just before the date announced for the end of the world the chief man of the Adventists came to the village. Among other things extravagant and fanatic which he uttered was the assurance, as Prime informs us, that "he had no more doubt that within ten days' time he should see Abraham and David and Paul, and all the holy patriarchs and prophets and apostles coming with the Lord of glory, than that he was then addressing that assembly." Our clerical historian, however, has a chance for a knockdown argument to prove the insincerity of those promulgating these delusions by a fact which was perfectly patent at the time, and could only blind those who did not wish to see. Day and date had been boldly and confidently predicted for the final catastrophe, "when heaven and earth would pass away." On that portentous and momentous day, "while the sun was shining in all its brightness from a cloudless sky," emissaries of the Adventist Prophet went about with handbills announcing a course of lectures on the Second Advent, to begin on a day of the next week, and to be continued for several weeks! It was explained that the "sky rolling up like a scroll," and the "earth consumed with fervent heat," was to be adjourned for a couple of months. But as it did not arrive then, and has not since, perhaps the people deluded by these prophecies have finally concluded that the adjournment was one *sine die*, or, at least, was postponed indefinitely. An echo of these earlier days (1845) comes to us from Prime's pages, which may find a response in many a dolorous breast in Williamsburgh or Brooklyn, or the other Long Island borough of the greater city to-day. In speaking of Sabbath desecration so many years ago, he describes what has continued to be, and increasingly so, until many now have ceased to deplore it even among church people, who accept the inevitable, or

recognize there may be domestic, sanitary, or economic necessities back of the circumstance to neutralize much of its evil aspects from the churchly standpoint. Even with this change or modification of view, however, it is interesting to notice how the matter impressed people on the east side of the river fifty years ago. "On that sacred day, thousands and ten of thousands in the city, released from the ordinary occupations of life, uniformly spend their time in idleness, amusement, or dissipation. And for these purposes multitudes issue forth into the adjacent villages and towns, to indulge their inclinations without restraint. And in this connection it will be observed that just in proportion to the increased vigilance and energy of the city authorities to control the haunts of iniquity, and preserve the



QUARANTINE, HOFFMAN ISLAND, LOWER BAY.

sanctity of the Sabbath within their own bounds, is this desolating flood increased in the surrounding country."

By the side of the churches rose as a reforming element the privilege of education free to all. In 1820, Mr. Dunham, mentioned more than once as benefactor, gave a lot of ground, 100 x 30, for a schoolhouse, located on North First Street. This was known later as District School No. 3. In 1830, there was this one district, or public, school, and three private schools in addition. Public schools were not held in very high esteem in those days, as we shall note below, and not till 1838, with a new set of trustees, and new teachers at work, could the attendance be increased from thirty to one hundred and fifty children. The schoolhouse stood on Grand Street, be-

tween Berry and Bedford avenues. It was one-story high, twenty-five feet wide by nineteen deep. An additional story was built in 1839. In 1843, an amendment to the acts of Legislature bearing on township schools enabled the trustees to appoint a school superintendent. Mr. Richard Berry was selected for the place, and the town was divided into three school districts: No. 1, comprising the portion south of Grand Street and west of Union Avenue; No. 2, the village in the upper parts eastward, and No. 3, the parts remaining. Tuition was entirely free; books, stationery, and every other supply needed by the children were furnished without cost. In 1845 the number of children of school age was 2,691, but a very large percentage did not avail themselves of these free advantages. In 1853 there were fifteen private schools. The mind of the public had not yet become accustomed to the idea that the State (town or city) owed its children an education, as a measure of self-protection and self-advantage. The free schools were still too much regarded as "charity-schools," to attend which was to lose caste in society. The sentiment that prevailed on the subject is well expressed by one who wrote in 1845, when public free schools had but just fairly started on their career: "It remains to be proved whether this very extensive liberality will be duly appreciated by the community, and result in extending the benefits of education to the greatest number. It is well known that that which costs nothing is very apt to be regarded as worth little or nothing. Education is of very little advantage to that child who does not feel the importance of having books of his own." In keeping with the growing educational advantages of the village there arose a commendable institution called the Williamsburgh Lyceum. It was first begun in 1838, but there was then hardly constituency enough among the limited population to insure success for it in the pursuit of intellectual improvement. In 1839 it had practically gone by the board. But after 1840, as we saw, the rise in population became rapid, and in 1843, when probably there were twice as many people in Williamsburgh as there were in 1838, the Lyceum was reorganized. Debates on topics of living interest were held, and lecture courses were arranged, bringing the brightest men before the village public. In 1845 an act of incorporation was obtained from the Legislature, and the putting up of a building was contemplated even then. Growing out of this movement now so successful there came to be another resulting in the establishment of a Mechanics' and Workingmen's Association. This was due to the fear or suspicion of some that the Lyceum was too much under the sway of religious or rather sectarian influences.

As the years progressed toward the middle of the century, the population of Williamsburgh kept on increasing at a lively rate. As already seen, it had more than doubled (from 5,094 to 11,338) in the five years from 1840 to 1845. Five years later it had nearly trebled, advancing

to 30,786. It was entirely natural that the thought should now take shape that the days of village life must come to an end, and that the place deserved incorporation as a city. Accordingly, a charter was drawn up and presented to the Legislature that convened at Albany in January, 1851. In April, 1851, the act became a law, providing that the election of officers should take place in November, and that on January 1, 1852, Williamsburgh should become a city. Its limits did not exceed those of the village; the parts of old Bushwick town, hitherto left out, were not included under city government till the consolidation had also absorbed Williamsburgh. The new city was divided into three wards, now approximately represented by the Thirteenth, Fourteenth, and Fifteenth of Brooklyn, although parts of them have been since erected into separate wards. The first Mayor elected was Dr. Abraham J. Berry, who had been much identified with the village government, and whose manners were courteous and popular. There were four Aldermen from each ward, and Daniel Manjer, of the Third Ward, was chosen President of their Board. It was not long before the blight of political corruption, which seems to attach so easily to municipal government in the United States, also affected the city just created here. One method of continuing themselves in office, pursued by the city fathers, was to keep the fire department in good humor by grants of equipment quite beyond the city's ability. These favors invariably won them votes. The fire department had been placed on a good footing in the village days. When the city was incorporated there were about ten engines with companies, and one or two hose companies. The introduction of water into the city was contemplated by the Williamsburgh Water Company, chartered in 1852, which promptly proceeded to purchase some sources on the south side of the island for which Brooklyn had been negotiating. The plan embraced also the receiving reservoirs on the Ridgewood Heights which are now a part of the Brooklyn system. In fact, in a few years the two companies became one, even as the cities did, and a separate history of the two water departments is hardly possible. Ferries also continued to multiply. In 1840 a ferry was run between Grand Street and Houston Street, New York. Shipyards, as well as other extensive industries, were centering in this section of the metropolis, and many of those employed here found that homes in Williamsburgh were made very accessible by this ferry. In 1851 a ferry was established between the foot of South Seventh Street (Broadway) and Grand Street, New York, and this was destined to outrival all the other ferries in traffic.

The city of Williamsburgh enjoyed an existence of only three short years, and its annals are, therefore, necessarily brief. We have already noted the inauguration of some financial institutions, which commenced operations almost simultaneously with the new city, such as the Williamsburgh City Bank and the Fire Insurance Company.

The first of these is the fact that the United States is a young nation. It has only been about 150 years since it was founded. This is a very short time in the history of the world. Yet in this short time, the United States has achieved many great things. It has become a world power, a leader in science and technology, and a model of democracy. It has also made many mistakes, but it has learned from them and grown stronger. The second fact is that the United States is a diverse nation. It is made up of people from many different backgrounds, races, and religions. This diversity is one of its strengths, as it allows the United States to draw on the talents and ideas of many different people. The third fact is that the United States is a nation of immigrants. Most of the people who live in the United States today are the descendants of immigrants from other countries. This has helped to make the United States a more tolerant and accepting nation. The fourth fact is that the United States is a nation of opportunity. It is a place where anyone can achieve success if they work hard and have the right opportunities. This is one of the reasons why so many people from other countries want to come to the United States. The fifth fact is that the United States is a nation of freedom. It is a place where people are free to express their opinions, to worship as they please, and to live their lives as they see fit. This is one of the reasons why the United States is so respected around the world. The sixth fact is that the United States is a nation of progress. It is a place where new ideas are always being tested and where new technologies are always being developed. This is one of the reasons why the United States is so successful in many areas. The seventh fact is that the United States is a nation of hope. It is a place where people believe in a better future and where they are always working to make it a reality. This is one of the reasons why the United States is so resilient and why it has been able to overcome so many challenges. The eighth fact is that the United States is a nation of love. It is a place where people care for each other and where they are always trying to make the world a better place. This is one of the reasons why the United States is so beloved around the world. The ninth fact is that the United States is a nation of peace. It is a place where people are always trying to resolve their conflicts peacefully and where they are always working to create a more peaceful world. This is one of the reasons why the United States is so respected around the world. The tenth fact is that the United States is a nation of justice. It is a place where people are always trying to make sure that everyone is treated fairly and where they are always working to create a more just world. This is one of the reasons why the United States is so respected around the world.

More of these arose in the next year and the third. The brief annals record also various churches organized, and benevolent associations, such as the Children's Aid and the Howard Society, and the Young Men's Christian Association, all in 1853. In 1851 the old Bushwick Reformed Church (the only church in the township until 1807, when the Methodist Church was organized at Williamsburgh) was supplemented by its third society of the same order, in the organization of the South Bushwick Reformed Church, served since 1869 by the Rev. George D. Hulst, Ph.D., perhaps one of the most famous specialists on entomology in the United States. The first Episcopal church in the township (outside the village) began its career in 1852. An event worthy of notice was the issue of the third Williamsburgh Directory, its first as a city, in 1852. It contained 7,345 names, an increase of 1,742 since the year before. The population was estimated to be about 40,000. In January, 1854, Mr. William Wall assumed the office of Mayor. He became known as the "Veto-Mayor," as he was frequently at variance with his Board of Aldermen, and tried to put a check upon some of their proceedings. Deeming his opinions on public measures which he had occasion to express in support of his vetoes, of sufficient importance to be preserved for posterity, he had them compiled into a pamphlet of more than a hundred pages. He conceived the idea of saving the citizens from the reckless measures of the Aldermen by putting them out of existence officially. This could be effected by consolidation of the city with Brooklyn, its growing sister, so closely contiguous, and, accordingly, he induced a number of citizens to move in the matter. A bill was prepared and laid before the Legislature early in 1854. The bill became a law, and, on January 1, 1855, the earlier and smaller consolidation, presaging the larger one of four decades later, went into effect.

The territory embraced in the new and enlarged city was that of Brooklyn itself (covering the entire township of older times), the city of Williamsburgh, and whatever of the town of Bushwick was outside of that. Thus, by this consolidation, the ægis of city government covered for the first time two of the original five "Dutch towns" of Kings County, always so closely linked together. It was quite thirty-one years before part of another town (the New Lots of Flatbush) would be thus absorbed; and nearly forty before all of them, with the "English" town also, were to bow to the sway of that Breuckelen which was once their equal.

As this first consolidation drew within the city's lines, a section of Bushwick quite distinct and somewhat unique, still rejoicing in the designation of Greenpoint though officially known as the Seventeenth Ward, it will not be amiss to stop a moment and get a few glimpses of its individual history before its story is lost in that of the extended municipality. The name is suggestive of pristine verdure, the aroma of the forest or the sunshine of the meadow, but to judge

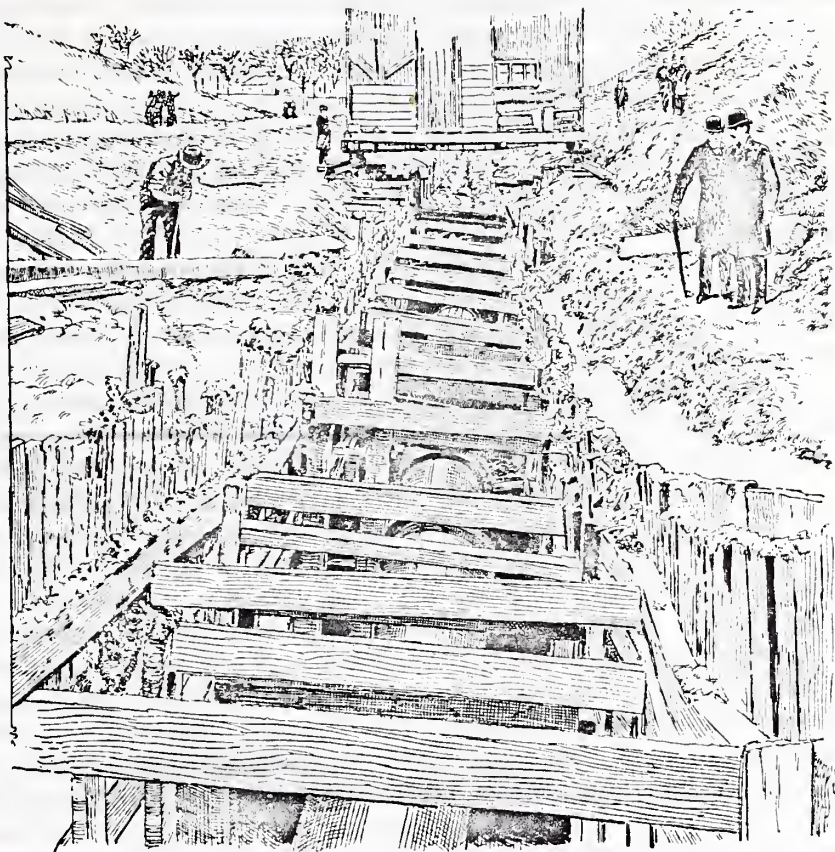
from the original Dutch title,—*Hout Hoek*, Wood Point, or Hook,—it must have been the green forest that gave it its designation. It does not seem to have much sharpness as a point, but a *hoek* was also a corner in Dutch, and the rounded form of the river shore, as it bent into Newtown Creek, would justify the name. The section thus known extended from Bushwick Creek, now choked with apparently useless logs, to Newtown Creek, which also formed its northern and eastern boundaries. The earliest bit of history we can find about Greenpoint is the purchase of territory there, two miles wide and four miles long, extending from the East River to Mespeachtes (Mespatt, or Maspeth), in 1638, by Director William Kieft. The price paid was 8 fathoms of wampum, 12 kettles, 8 adzes, 8 axes, knives, corals, awls, etc. Bushwick Creek was known at first as Norman's Kill, because Dirk Volkertse, the earliest occupant and patentee, was a Dane, or Swede, or Norwegian, nations to whom the general term of Normans was applied. His patent was dated 1645, when William Kieft did yet reign as Director in the land. The good Dirk was a ship-carpenter, and he built himself a substantial stone house on the northern bank of the creek named after him, and near the East River shore. It was a fine location for such a business as his, and if he had an eye for a beautiful prospect the river view with Manhattan Island in the background, must have been all that he could desire. Only lately has his solid stone dwelling succumbed to the vandalism of "business." But he disposed of his grant only eight years after he received it, in 1653, under Stuyvesant. Now it went to Jacob Hey, whose widow conveyed it, confirmed by a patent signed by Governor Lovelace in 1670, to her second husband, David Jochems. From these estimable parties the property passed through daughter and second husband again to the Praa family. Captain Peter Praa, Maria Hey's (or Hayes's) second husband, was the son of a Huguenot refugee, born at Leyden while his parents were enjoying its asylum, in 1655. From the Praa family we find it shifting to the Provoost's, as Christina Praa married a David Provoost in the eighteenth century. The advent of the Meseroles from the more southern portion of the town to Greenpoint must also be noted. Old Jan Meserole purchased a tract of land from Peter Praa, upon which two of his sons, Jacob and Abraham, settled. Their sons again divided the tracts originally purchased among them, and Mary, a grand-daughter of Abraham Meserole, passed over a part of the land, now laid out into lots and streets, to her husband, Neziali Bliss, to whom modern Greenpoint owed much. It is a matter of record, and interesting withal, in view of later developments, that at the time of the Revolution, and for many years thereafter, the whole of Greenpoint was owned and occupied by only five families, either Dutch or French in origin, but Dutch by adoption, by reason of the asylum enjoyed in the Republic by their ancestors who had fled from persecution. On what is now Clay Street, not far from Franklin

Avenue, just where the trolley cars make their turn into Commercial Street, stood the house of Jacob Bennett. The wharves and factory yards that now put Newtown Creek at a distance from the spot were not there then, and the water was near the dooryard. His father lived on the opposite shore of the creek, on a farm which he later deeded to his son-in-law, a Mr. Hunter, whence the name now familiar—Hunter's Point. Not far to the east of Bennett's was to be seen the old Provoost house, on Freeman Street, just across Oakland Avenue. On the very edge of the river, where a deep cove made a convenient shelter from the winds and waves of the wide stream, stood the house built by old Abraham Meserole. In modern terms it would be described as situated on the west side of what is now West Street (Washington Avenue, until some years ago), between Java and India streets. Wharfage and docks have filled up the original cove and carried the shore line farther into the river. It was a site very attractive to the enemy during the British occupation, as its conveniences for observation of movements on the river, and even on Manhattan Island, were superb. Again on West Street, but nearer Bushwick Creek, was a fourth residence, that of Jacobus Calyer (or Colyer), between the present Calyer and Oak streets. A fifth family residence was that of the other Meserole branch, on the present Lorimer Street, between Meserole and Norman avenues. Until recent years, Bushwick Creek meandered in no unattractive condition near this house, and the dwelling was "embosomed in trees and shrubbery, a pleasant memorial of the olden time." Meseroles are still much in evidence in the neighborhood, but the region where stood this delightful "memorial" is desolation itself now, the dumping ground of a great city, with a stagnant creek oozing through the rubbish, and ungainly factory chimneys blazing away at night, imperiling the multitudes of shabby frame houses that are near. "God made the country and man made the town," says the poet, and sometimes man makes very poor work of his town.

The rural solitude occupied by these five families was at last invaded by the march of business and improvement, the overflow of nearby cities. The invasion was long in coming, because the means of communication with the outer world were limited. There was a road out from Greenpoint to Bushwick Church, but its turns were many and dubious, often leading in a direction opposite to that which it was desired to pursue. A still more uncertain egress was found northward to Astoria, which was reached by the old "penny bridge," built in 1796, where it was easiest to get across the deep inlet of the Newtown Creek. One reason for the poor accommodation on *terra firma*, was the little need felt of that kind of travel. Each farmer was near a navigable water, and owned boats for the conveyance of his produce to market, and by these he enjoyed all the communication he wanted with the outside world. We do not wonder then that the

beginning of enterprise, which foreshadowed the later city conditions, was postponed to as late a year as 1832, when Brooklyn was within two years of being incorporated as a city, and Williamsburgh had been a village for five years. As in these other places, so here, some one energetic, bustling, long-headed person began the march of progress. This was a Mr. Neziah Bliss, who had married Mary Meserole, and thus had become identified with some of the original possessors of the territory. He was born in Connecticut, came to New York City in 1810, at the age of twenty, and, becoming intimate with Robert Fulton, he engaged for many years in various steamboat enterprises in Philadelphia, and at the far West, on the Mississippi and Missouri Rivers. In 1827, he was again in New York, and in 1831 he established the Novelty Iron Works there, which were to construct seagoing steamers. The next year he purchased thirty acres of land from John Meserole, at Greenpoint, conjointly with Dr. Eliphalet Nott, the celebrated President of Union College at Schenectady, N. Y., with whom he had previously come into contact in connection with experiments in steam navigation. He followed up the purchase of Meserole property by the marriage in the same year (1832) with a Meserole heiress, he being then forty-two years of age, but doubtless well calculated to win a maiden's heart by his intelligence and ever youthful energy of manner. Adding other tracts of land to his first purchase, in 1833 he caused the whole of Greenpoint to be surveyed at his own cost. With characteristic foresight, he had the streets laid out so as to correspond with those of Williamsburgh. In 1838 he caused a footbridge to be built across Bushwick Creek, and in connection with it laid out a road sixty feet wide called the Greenpoint, Ravenswood, and Hallett's Cove Turnpike, of which Franklin Street forms the part going through Greenpoint. Thus easy communications were opened up with the north and south. The first of the new residents attracted by these improvements built a brick house on India Street in 1839. Yet it was hardly to be expected that the influx of strangers would be great until direct ferry communication was established between Greenpoint and New York. This was not accomplished, however, until 1852. An omnibus plied between the bridge across the Bushwick Creek and various points in Greenpoint; but in 1855 when horse cars were running to the boundaries of Williamsburgh, Mr. Bliss induced the companies to send them across the creek also. With these facilities the invasion of people who answered not to such names as Praa, or Bennett, or Colyer, or Meserole, or Provoost—in short, dwellers in the outside world—became complete and rapid. Even yet the advantages of living here must have seemed dubious, since it was necessary to adopt a very peculiar style of architecture, to make residence practicable at all. "Many of these houses," remarks Dr. Stiles, "stood up on stilts, bearing very much the appearance of having been commenced at the roof and gradually built downward, a suffi-

cient number of stories being appended to reach the ground. This style of building, peculiarly characteristic of Greenpoint in the earlier days, obtained mostly in the locality known by the people of that day as the Orchard, and also in J [now Java], Washington [now West], and Franklin streets, and was rendered necessary by the extreme depth of the *mud*, always the great drawback of the place." Business found its way to Greenpoint as well as householders or mere residents with occupation in the metropolis. In 1850 the shipyard of Webb and Bell



LAYING A WATERMAIN FROM RIDGEWOOD RESERVOIR.

was established on the East River; and some ten or a dozen yards have followed in its wake since. In 1852 the Francis Metallic Life Boat Company set up its factory.

As this modern population with modern ideas and modern necessities kept streaming in, it was expedient to provide for other wants than those of the body, provided by dwellings, and factories, and counting houses. The youth had to be educated, and for these at first there was only a private school kept by a lady with a decidedly French

name, Mrs. Masquerier. This lady began her much-needed work in 1843. But in 1846 Greenpoint fell into line with later ideas in education by establishing its first public school. The building stood on the east side of Union (now Manhattan) Avenue, between the present Java and Kent streets. This school is to be identified with the present No. 22, under the Brooklyn system. Religious services were inaugurated at first in the form of a Sabbath school, in 1845, held in the basement of Mr. Clark Tiebout's house, on Franklin Street, near Java Street. It was supported by all the denominations, except the Episcopalian. While the latter began regular church services in 1846, the Sabbath school furnished union services to the other persuasions. But with the years and added population the organization of separate societies followed apace, their earliest beginnings dating from 1847. On the first Sunday in May, 1848, the Reformed Dutch Church of Greenpoint (now the Kent Street Reformed Church) was organized. At first the congregation worshiped in the loft of a store on Franklin Street, but in 1850 the people were strong enough to build a church on Java Street, near Franklin. This building, becoming too small for the ever increasing audiences, a handsome structure was built about twenty years later on Kent Street, near Manhattan Avenue. The impulse to start an Episcopalian society came largely from Astoria, the rector of whose Episcopal Church, the Rev. John W. Brown, with one or two others, came to look the field over in 1846. Services were first held in the parlors of Mr. David Provoost's house; but a room was afterward hired, supplied with furniture from Astoria. A church was finally ready for occupancy on Sunday, October 23, 1853, on Kent Street, between Franklin and Manhattan, and the name selected was that of the Ascension. The Methodists organized in 1847, and their first building on Union (now Manhattan) Avenue, near Java Street, was erected of wood a year or two later. The First Presbyterian Church of Greenpoint, now on Noble Street, corner of Guernsey, was not organized till 1869. The First Baptist Church has no precise records of its earliest organization, but it was in flourishing operation in 1851, since which time the records are intact. The first Roman Catholic Church was organized in 1855.

On January 1, 1855, the City of Brooklyn, as the result of the first and smaller of the two consolidations of cities to which it has been subjected in the course of its history, began its enlarged existence. The subject of the union of the two cities of Williamsburgh and Brooklyn had been agitated as much as ten years before, on October 24, 1845, when a meeting of citizens of Brooklyn, and of residents of Williamsburgh, then still a village, was held for the purpose of discussing the expediency of consolidation. Three years later, in November, 1848, a meeting was again held, but now only of the residents of the village, at which the project was once more considered, but nothing came of it. Now, when it had become an accomplished

fact, brought about largely by the last Mayor of the smaller city, it was deplored by some of its citizens. It was declared to be a premature step, twenty years ahead of the time when it should have been taken. "For a time," writes a disgruntled Williamsburgher, "it greatly injured the local trade and social prestige of this portion of the present city of Brooklyn. It reduced Williamsburgh to the position of an insignificant suburb of a comparatively distant city, which was in no way identified with or informed of the needs, economies, or real interests of its new adjunct." At any rate, the consolidation did one thing for Brooklyn, of which it might justly boast. The older city having about 145,000 inhabitants and the younger about 50,000, and Bushwick about 7,000, the new city of Brooklyn, with its two hundred thousand people, rose to the rank of the third city in the State of New York, soon to distance every other city in the Union but the metropolis by its side and ancient Philadelphia, and destined to hold the rank of the third city in the Union until a few years ago, when Chicago entered upon its policy of annexing distant settlements in the State of Illinois.

In November, 1854, the election of officers for the combined cities had resulted in the choice of George Hall to be the first Mayor of the Greater Brooklyn. This was truly a remarkable coincidence, for Mr. Hall had been made the first Mayor of the earlier and smaller Brooklyn in 1834, by the votes of the Aldermen, as the law then required. He addressed a long message to the Common Council at his assumption of the office, which preserves for later generations a detailed statement of many particulars regarding the city at this interesting period. Among the first enterprises to emerge from the mere tentative or projectory stage was the greatly needed supply of water. In April, 1855, the Nassau Water Company was incorporated by the Legislature. Slowly the subscriptions to its capital came in, and other delays incidental to such undertakings made it July 31, 1856, before the company could invite the public to participate in the ceremonies attending the beginnings of work upon its plant. They appropriately prepared elaborate ceremonies to honor this event. Ground was first to be broken on Reservoir Hill, that lofty elevation whence the tower that now crowns it can be seen for a score of miles across country and surrounding sea. A platform was built upon the brow of the high hill to the left of the entrance to Prospect Park that now is, but was not then. Here were the guests of the company placed amid gay decorations of flags, the Mayor and Common Council and others, numbering nearly a thousand, who had been conveyed hither in omnibuses and carriages, toiling up the slope of Flatbush Avenue in a long procession. The exercises consisted of the reading of a brief account of the work of the water company thus far, after which the Mayor was introduced, who made a few remarks, and then was handed a spade, wherewith he broke the

ground for the reservoir. Then followed speeches by eminent divines and public men, the fine oratory of Dr. Bethune doing ample justice to the great occasion. By act of Legislature the Directors of the company were made a Board of Water Commissioners in 1857, whereby the contracts and property of the Nassau Company were made the property of the city, and a Water Department was added to the municipal government. Late in November, or early in December, 1858, the water was first introduced into the pipes and circulated through the city. Almost immediately one or two fires occurred, that on December 17 threatening to repeat the disastrous one of ten years before. It was clearly seen that nothing but the promptness and efficiency of the water supply had prevented the fire from becoming a conflagration, and the enthusiasm of the people, therefore, knew no bounds. Nothing would do but there must be a grand celebration such as had marked the completion of the Croton system in New York in 1842. Hence, the Common Council appointed April 27, 1859, for the exercises. Unfortunately that day proved excessively stormy, even more unfit for public ceremonies and processions than the memorable April 27, 1897, when Grant's Tomb was dedicated. It was at once determined to keep the vast number of visitors over to the next day, which happily dawned and continued bright and warm, perfectly adapted to the festive purpose contemplated. Salutes of guns ushered in the day. At 11 a.m. the procession started, wherein marched the men of the Fire Department and the militia, the Thirteenth Regiment wearing its new uniform for the first time that day. Trades were represented upon floats as usual, from twelve to fifteen thousand persons being in line altogether, and requiring two hours to pass any given point. The literary exercises were held at the City Hall; here an oration was delivered by Richard C. Underhill, an ode was sung to the tune of the Star Spangled Banner, after which several addresses of congratulation were made by ex-Mayor Trotter of Brooklyn, and mayors from other cities, responded to at the close by Mayor S. S. Powell of Brooklyn. The fountain in the square in front of the City Hall was set playing, forming no unimportant incident of the day's proceedings. At night there was a fine display of fireworks, and calcium lights were concentrated upon the spray of the fountain, making fine rainbow effects. In distant Greenpoint the night was also made luminous with fireworks, and old Williamsburgh was not content to desist from the delight of witnessing their brilliancy till the second evening. Thus all of Brooklyn, from one end to the other, congratulated itself upon the achievement of this great public work, and announced its joy to the world.

In our previous volume we observed how the Municipal Police, too largely under the control of the Mayor,—and an engine for municipal corruption under such a Mayor as Fernando Wood,—was changed

to the Metropolitan Police by the Legislature in 1857. Five Commissioners, appointed by the Governor, were to have charge of the police arrangements in the metropolitan district, which was considered as including New York and Brooklyn, as well as all of Kings County, besides Westchester and Richmond counties, and Newtown, Flushing, and Jamaica, towns of Queens County. The Mayors of the two cities in this district were to be *ex officio* members of the Commission. It is certainly interesting to notice this provision, which seemed to contemplate in advance a union now covering all municipal interests, as well as the one of police, extending over almost exactly the same territory. Mr. J. S. T. Stranahan was one of the first Commissioners, and it is possible his work in this connection made him so early and earnest an advocate of the consolidation of all these communities into one city, the practical operation of the scheme along one line giving him confidence that it would work well in every particular. The headquarters of the police force were at the familiar place, 300 Mulberry Street. One inspector was assigned to Brooklyn with ten captains under him, in 1857, and the precincts were numbered in order after those in New York. Another advance in municipal management was the extension of the drainage and sewerage system. Before 1857 there were but about five miles of sewers in the city, but the introduction of the artificial water supply made the problem of drainage easier. In 1859, a scientific plan was inaugurated, whereby the city was divided into four districts. Two of these discharged water and house drainage into the Wallabout Bay and the East River, between the Bay and Red Hook, which was done with very little aid from the water system, by reason of the natural slope of the city toward these termini. At the north and south the hint of the old tide mills was taken, and their device utilized in scouring the sewers. Tide gates were placed in Newtown Creek and in the Gowanus Canal, which held a supply of water after the tides went down, and then with this head of water on it was sent into the sewers at ebb, clearing them out effectually. Just as the country was about to enter upon the dark days of the Civil War, on April 17, 1860, the Legislature passed an act which resulted in securing that brightest ornament of Brooklyn city — Prospect Park. At the head of the Board of Commissioners to secure this prize was again the honored J. S. T. Stranahan, whose statue appropriately adorns the entrance of the Park to-day, although the aged gentleman is still alive to look upon it and appreciate that honor. As originally laid out it was to be bounded on the east by Washington Avenue, Ninth Avenue on the west, Douglas Street at its northern and narrowest end, and the Coney Island Road at the south. While some legal technicalities were left to be settled in the court the Commission went to work promptly, and employed Lieutenant (now General) Egbert L. Viele, to do for Prospect what he had done for Cen-

tral Park in New York only a few years before. But, in 1861, came war, and the laudable design had to be abandoned till the return of peace in 1865.

The address of Mayor Hall in 1855, as he assumed the chief magisterial chair of Brooklyn as newly consolidated, is replete with statistical details. From it we learn that the city then embraced sixteen thousand acres, or twenty-five square miles. "Within these limits, 516 streets have been opened for public use, old roads have been discontinued and closed, hills have been leveled, valleys and lowlands filled up, old landmarks have disappeared, and almost the whole surface of the city has been completely changed." It must be owned that there are many labyrinthine features even to this day



FORT WADSWORTH, ON THE NARROWS.

about the naming and the order of these streets, which, while not lacking in picturesqueness, are greatly bewildering to the casual visitor, and can be but poorly mastered by a resident, unless he makes a special effort to possess the cue of other neighborhoods than his own. In the first place, in a score of instances, there are a street and an avenue bearing the same name, yet at a great distance from each other, such as Clinton and Washington streets, and Clinton and Washington avenues, in entirely different portions of the city. While in New York there is some method about calling one set of thoroughfares avenues and another streets, in Brooklyn there apparently is none whatever, for, with delightful variety, we pass from Lafayette Avenue to its next neighbor, Clifton Place, and in a long series of streets we have Greene or Gates or Jefferson avenues, with

Madison and Monroe and Quincy streets sliced in between, though differing neither in width nor in direction. A careful study may reveal a dim principle: the avenues are longer than the streets, perhaps, as a general thing. Thus Clifton Place is not an avenue like Lafayette on one side and Greene on the other, because Tompkins Square intervenes, and makes of its continuation on the other side Van Buren *Street* again. Yet there is no such circumstance,—i.e., a difference in continuance, to explain the difference between Jefferson *Avenue* and Hancock *Street* immediately next to it. Laudable attempts are made here and there to produce order out of this chaos. Thus, in Greenpoint, a number of streets follow the order of the alphabet. At first they plainly did so by simply using the letters A, B, C, etc., street; but this somehow was obscured later, and therefore not readily observed by the stranger, unless his attention is called to the matter. For now we read of Clay Street and India Street and Noble Street, where C and I and N sufficed before. In the section already criticised, the heroes of the Revolution are immortalized in an east and west direction; here we find Kosciusko and De Kalb and Greene and Gates and Hancock and Jefferson avenues. But, unfortunately, Washington and Clinton had been used up in a southerly direction. In the same order we pass from Washington and Franklin to Bedford and Nostrand (reminiscences of local history and old settlers), and then an attempt at regularity meets us again in a series of governors of New York State—Marcy and Tompkins and Throop and Lewis and Stuyvesant, with no nice calculation of chronology, it is evident. A unique effort at guiding bewildered strangers is noted along the line of the Long Island Railroad on Atlantic Avenue, where a list of cities is followed after we have passed Bedford and Nostrand avenues. Here are New York and Brooklyn properly heading the list, and then of a sudden one will imagine himself traveling along the Hudson River or New York Central Railroad, as are called out Kingston, Albany, Troy, Schenectady, Utica, Rochester, Buffalo, after which this laudable order is interrupted again by drawing for names upon local history or settlement. In Williamsburgh, as we noted, a large part of the place had its streets numbered from First to Twelfth or more; but with similar lack of inventiveness the cross thoroughfares were also numbered, adding the distinguishing epithets of South and North, according as they ran on either of these sides parallel to Grand Street. After the consolidation the numerals were retained, although in Brooklyn's Gowanus district there were also streets marked in the same way. The only device that ingenuity could hit upon to extricate the postoffice people out of this horrible dilemma was to require correspondents to put E. D. (Eastern District) after their Brooklyn, when the letters were meant for Williamsburgh. It seems hardly credible that no improvement was made upon this awkward arrangement until deep

in the "eighties," when the Williamsburgh numbered thoroughfares were named Kent, Wythe, and so on, till some of the older street names like Rodney and Hooper and others could be carried into the "numerals" across Broadway. Finally, in southern Brooklyn, where Gowanus formerly was, the system of numerals was applied, but apparently at haphazard, with no special reason why First Street might not have been at Union or Wyckoff. But, beginning at last, the system has been carried out to the end of the island as now embraced within the city limits, One Hundredth Street resting almost upon the Bay at the Narrows. Here, also, the New York idea of naming crossing thoroughfares avenues has been adopted, First Avenue running (with serious interruptions as yet), along the Bay shore, and Twenty-eighth Avenue carrying one well into Gravesend, near Coney Island.

As the city grew the original four lines of horse cars mentioned above were supplemented by others, yet there were not many before the war. The Atlantic Street (or Avenue) lines, to Greenwood, and also to Bedford, began operations in 1859. In 1860 the Grand Street Line ran its cars through that portion of former Williamsburgh, as far as Newtown; and the same year saw the establishment of the Broadway cars, drawn part of the way by horses, and part by steam, as some of us can remember, from the ferry to East New York. It was still the day of small things for rapid transit in Brooklyn. A subject of serious debate and strenuous opposition was the running of street cars on Sunday. Mayor Hall was elected on a ticket making prominent temperance and Sabbath observance. When Mr. Powell became Mayor he squarely faced the issue, and, in a message to the Common Council recommended that permission be granted to the companies to run their cars on the sacred day. This was done, and in the course of time it has been accepted by church people as well as others as among the necessities of city life.

The excellent advantages accruing to the city of Brooklyn from the Atlantic Basin were about this time beginning to be duplicated by similar enterprises on Gowanus Bay. Here it was then contemplated to construct two basins, the Erie, covering sixty acres, just south and around the corner from Red Hook, and the Brooklyn, immediately adjoining it to the east. In the course of a few years leading up to and since the war, wharves and dry docks were constructed on a larger scale than in the older Atlantic Basin, although we still miss here the substantial granite and brick warehouses and elevators of the other enterprise. During the years before the Civil War, industry kept on placing its trophies upon the extended territory of Brooklyn. Large concerns in New York found it profitable to buy large blocks and put up their factories here, whose hundreds and thousands of hands swelled the population materially. Hat factories, agricultural works, printing presses, steel works, sugar refineries, breweries, chemical works, sprang up galore, in Williamsburgh, old Bushwick,

Greenpoint, as well as at the Wallabout and other sections of the city. The number of the newspapers was increased by the *Standard*, in 1859, and the *Union*, in 1863, later forming the *Standard-Union*, as now we know it. Churches and schools kept on at an encouraging ratio. There were 113 churches in 1855, and 27 public schools, with over thirty thousand children in attendance. The school boards of the two cities and of Bushwick town were organized into one Board of Education. The Long Island College Hospital was organized, and its first course of lectures given during the winter of 1859-60, and in 1855 the Brooklyn City Hospital began its work. For the social life of the people provision was made in various ways outside of the



PELHAM PARK CLUB HOUSE.

churches. In December, 1857, the Mercantile Library Association was formed. Long without any adequate accommodations for the higher amusement of the people, a supreme effort was made in 1858, resulting in the admirable Academy of Music, which was opened to the public in January, 1861, although not quite completed then. In 1856 the people of the city were much alarmed by an outbreak of yellow fever along the Bay Shore Road in New Utrecht, owing to infected ships from Porto Rico and Havana anchoring in the Narrows, near the Quarantine station, then on Staten Island. In 1860, there was another outbreak of the fever due to the same cause (spread by lightermen who had been employed on some infected ships within the city limits), from Columbia Street to the river along both sides of

Congress. Sanitary arrangements were yet primitive, but the disease did not become epidemic to a very alarming degree.

Thus Brooklyn was slowly coming to its own in the comparatively unprogressive days before the war. It was even now something more than New York's bedroom, for large manufacturing and industrial interests had found their home on this side of the water. Nevertheless, some of the greatest of these were supported by the capital and managed by the brains of merchants and financiers who were also making the Metropolis the Queen of American Commerce and Finance. Dr. Stiles, proud of his own city, and doing full justice to its intrinsic greatness and excellencies, puts the case honestly and wisely when he remarks, commenting on this earlier consolidation: "Although Brooklyn had thus, at a single bound, jumped from the seventh to the third position among the cities of the American Union, it could by no means claim the same relative position in point of wealth, business, or commercial importance, being outranked in these respects by several cities of less population. Nor had it risen to its eminence by virtue of its own inherent vigor and enterprise. Candor certainly compels the acknowledgment that it was chiefly attributable to the overflowing prosperity and greatness of its giant neighbor, New York." Greater things were reserved for it after the cloud of war had been lifted from the country.

CHAPTER IX.

BROOKLYN DURING THE CIVIL WAR.



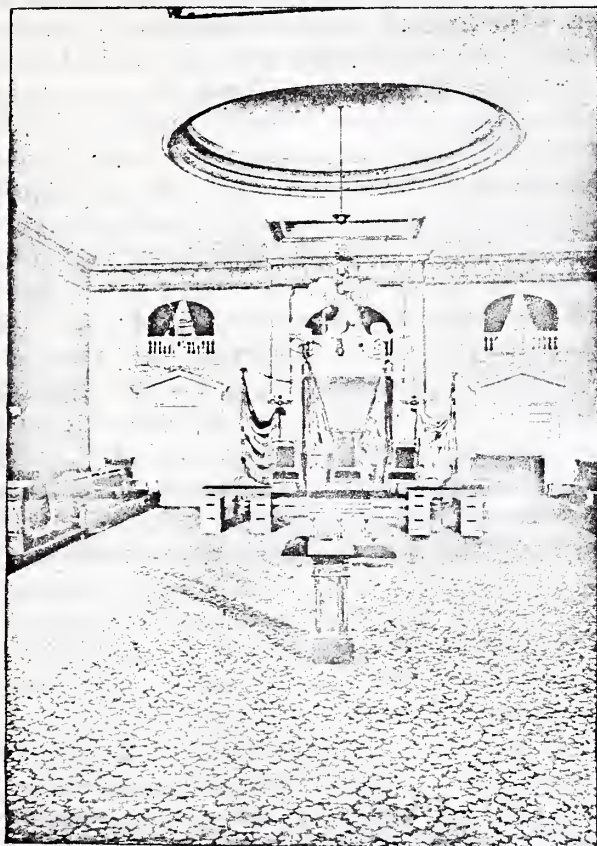
IN January, 1861, the picturesque individual who occupied the chair of Mayor of New York, addressed, as we have noted before, an interesting memorial to his Common Council in which he proposed to follow the example of those Southern States which were then week by week falling away from the Union. But he did not contemplate that the metropolis should stand alone. Geography, in his mind, was already enriched with a new term, Tri-Insula,—the Threefold Island. The metropolitan secession was to include Manhattan, Staten and Long Islands. Brooklyn, then, was to accompany her big neighbor and sister in this isolation from the Federal body, which would thus have happened to be an insulation at the same time, in more senses than one, literally and figuratively both. We can not discover what warrant the unspeakable Fernando Wood had in taking it for granted that Brooklyn would have been so disloyal. The Mayor then in office, Samuel S. Powell, was not the man to walk in the footsteps of his colleague across the East River, and the Mayor soon to be elected, Martin Kalbfleisch, was not to be counted on to support secession. But, as was duly noticed before, the guns that rained destruction upon Fort Sumter changed even Mayor Wood's attitude. In the hour of violent assault, he stood with others upon the firm basis of a self-sacrificing loyalty.

The call for troops to defend the Union did not leave Brooklyn unmoved. It was three days after the surrender of Fort Sumter that the President's call for seventy-five thousand men was published in the city. War then had come, and, by a spontaneous impulse, such as seized the citizens of the Union only a few weeks ago as we are writing, every one who possessed a flag, or could afford to buy one, gave public evidence of his love of country by displaying the banner that rallied around it every sentiment of patriotism and devotion. Soon the lack of public display was taken to indicate secret disaffection. It was not quite certain what stand would be taken in the crisis of war by some of the newspapers of the city, and, when these failed to come out with the Stars and Stripes on the second day after the President's proclamation, crowds of ardent citizens marched from one office to the other, until from each hung out the

desired emblem of loyalty. But more substantial evidences of enthusiasm were not wanting. There were at that time only four regiments of the National Guard of the State of New York in the city; and these were very deficient in numbers. There was the Thirteenth, with only about two hundred and fifty men; the Fourteenth, with about one hundred less; the Seventieth, with three hundred and fifty; and the Twenty-eighth with four hundred more or less. These depleted numbers were soon more than made up, and the increased or full quotas were not left without the means for equipment. Collections were taken up in the churches on the very next Sunday, and although for this reason the matter was, as it were, suddenly thrust upon the congregations, yet one thousand dollars were raised in Plymouth Church, and a little over that in the Pierrepont Street Baptist Church. Mr. A. A. Low gave \$300 for the Thirteenth. And while the younger men of the city were thus placing their lives at the disposal of the country, others were doing what they could to alleviate the casualties that must necessarily occur, or to lighten the sacrifice of interests that was involved in leaving home and business. The Common Council voted a sum of \$75,000 to be devoted to the needs of the families of the volunteers, if unable to provide for them sufficiently otherwise. Just as we have seen again in recent days, as the cloud of Civil War gathered over the country there were found business houses that could forget profits in the hour of national need. The Messrs. Whitehouse & Pierce, of 188 Fulton Street, not only supplied those of their employees who wished to go to the front with the necessary equipments, but they promised to keep their places open for them till their return, and to continue paying their salaries to their families. The Union Ferry Company, not to be outdone in generosity and patriotism, made exactly the same promises to their employees, although they did not furnish equipments.

It was not long after the call for troops that their movement to the front began. We have noted the departure of New York's Seventh Regiment, one week after Fort Sumter's bombardment. On April 20 orders came for two of Brooklyn's regiments to move to Washington, and the Thirteenth and Twenty-eighth were selected by the military authorities. These and the Seventieth had been asked to enlist only for three months. Quite different terms were placed before the Fourteenth, as a consequence of which it has ever since borne the honorable and enviable sobriquet of the "Fighting Fourteenth." The War Department at Washington for some reason declined to receive this regiment into its service unless it would consent to enlist for three years, or, as many as the war would last. These rather severe conditions were accepted with great alacrity by the brave fellows, and forward they went on May 19, 1861. It was growing dark as they set forth, but their progress was one triumphal march from armory to ferry. Thousands of people lined the streets, the red,

white, and blue, and stars and stripes made bright the house fronts, cheers and tears mingled as the boys went by, and prayers of "God-speed" in undertones accompanied the lustier shouts of encouragement. And just two months later the "Fighting Fourteenth" had a chance to show its mettle, and to experience what was meant by "enlisting for the war." On July 30 the Thirteenth returned unscathed from the front, and on August 5, the Twenty-eighth did the



U. S. GRANT POST, G. A. R., BROOKLYN.

same, both having served out their three months. But, on July 21, the Fourteenth was in the thickest of the fight at Bull Run. We have already commented on this disastrous beginning of hostilities between the armies of the North and South, in our previous volume. Though a rout and a flight at the end, our troops were by no means guilty of cowardice. "Some one had blundered," and there were plenty of men then holding high military office who were abundantly capable of blundering—the political brigadiers or colonels, whom partisan necessities had furnished with places and gold lace, and incidentally with salaries, and

whose military qualifications were about nil. With such hands at the management of a campaign or a battle no wonder that things went awry. From early noon till a late hour of the afternoon (as we stated before) the Union men had fought against great odds, and still no reinforcements came to relieve them. Then, when the enemy was supported by fresh troops, nature could hold out no longer, and the ranks broke and fled. Doing its painful duty as heroically as any of the rest, Brooklyn's Fourteenth was earning an imperishable title to its sobriquet. At its head was Colonel Alfred M. Wood, later Mayor, and President of the Board of

Aldermen when he left with his regiment for the war. Loath to turn when the inevitable panic started by camp followers and hangers-on swept everything before it, Colonel Wood was severely wounded just at that critical moment. He was carried on a litter for some distance, and then transferred to an ambulance. But in the extremity of his terror the driver cut the horse's traces and fled for his life. The wounded man and a few of his companions escaped to the woods, but after four days they were captured, whereupon followed several months of imprisonment, in the course of which Colonel Wood was once about being shot in retaliation for some executions perpetrated upon prisoners held by the North. But the rank and file suffered as well as their Colonel. One hundred and forty-three of the Fourteenth's men were left upon that first battlefield, killed, wounded, or missing. Such services deserved enthusiastic recognition. When, late in February, Colonel Wood returned from captivity, having been exchanged, the whole city was astir to receive him. A joint committee of the Aldermen and citizens met him at Philadelphia, and a public reception, with procession and speeches, was tendered him at home. The next year he was nominated for Mayor, and elected by a large plurality, even over the excellent ex-Mayor, Kalbfleisch. And when later it became necessary to recruit the ranks of the "Fighting Fourteenth," the estimate in which the citizens of Brooklyn held the regiment found striking expression in the circumstance that Mr. S. B. Chittenden gave \$10,000 to be distributed in sums of \$50, as bounties to men who would enlist in the Fourteenth. The whole sum was thus promptly disposed of.

Among the exciting events of those stirring days prominent mention belongs to what was called in the newspapers of the day the "Navy Yard Scare." It was well the scare operated before it could be ascertained what the extent of the mischief contemplated was, and it certainly was no coward who was led to act in the matter of instituting precautionary measures. Captain Foote, later Admiral, had command of the Yard, and in this capacity he called upon Mayor Powell one day late in April, 1861. It had come to his knowledge that an attack was to be made on the National property that night by a force led by emissaries from the South, and consisting of sympathizers with secession, of which there were not a few among the "masses" of the metropolis. Later developments revealed the precise nature of the intended maneuver. The conspirators were to come from New York in squads of three, four, or more, but not so large as to attract attention, and by different ferries. The rendezvous appointed was the City Park, which adjoins the Navy Yard at its southwestern extremity. They were armed with fire-balls which, if skillfully thrown over the low walls, could have set much valuable property on fire, without even the necessity of scaling this outer barrier. Captain Foote had only eighty men at command to defend the ex-

tensive lines of the Yard, and hence he desired aid from the police and the militia. These promptly responded to the call. Mayor Powell appealed to the Metropolitan Police Board, and a thousand men were detailed for the service. These watched the numerous ferries, took up their station at the entrances to the Navy Yard, and patrolled the river in boats filled with armed officers. At the armory in Portland Avenue, not far from the Yard, the Seventieth Regiment was in readiness for action. These effective measures prevented the attempt from being made, and for a time made many people skeptical as to whether so sinister a design was really entertained. It was well, if an error was committed, that they who erred did so on the side of caution.

On the same day that the Thirteenth Regiment left the city, April 23, 1861, a "war meeting" of Brooklyn citizens was held in Fort Greene Park. As at the Union Square meeting in New York it was promised that Major Anderson or some of the heroes that were with him at Fort Sumter, would present themselves to the view of the people, bearing some of the tattered and torn colors that had suffered in the fire of that portentous engagement. A great concourse of people assembled, counting more than fifty thousand, which was a large figure considering that Brooklyn's population had not then as yet attained the three hundred thousand mark. Before the speaking commenced a salute of thirty-four guns were fired, the number of the States then in the Union. Three stands for speakers had been provided. Mayor Powell, now near the end of his term, presided at one of these, and addressed the assembled multitude briefly and to the point. The clergy of Protestant and Catholic persuasion lent countenance to the patriotic occasion by their presence, and none was more ardent for the preservation of the Union than Father Sylvester Malone. The Rev. Dr. Vinton offered a prayer, and a letter from Bishop Loughlin voiced the sentiments of the Roman communion. Speeches were made by men of local renown and those from abroad, one being by Senator Baker from faraway Oregon. Music by bands discoursing National airs contributed to swell the tide of patriotic enthusiasm, and by the meeting much wavering sentiment was rendered fixed and firm, while the otherwise somewhat vaporing fervor took shape in needed enlistments, contributions toward the equipment of the forces ready to march, and the cheerful submission to taxes or deprivations made necessary to furnish the sinews of war and put arms into the hands of those willing to fight.

Nearly two weeks later, on May 6, 1861, Mayor Powell's term expired, and he was succeeded by the Mayor-elect, Martin Kalbfleisch. In any case, a man called to this eminent and responsible position in the city at a crisis like this, would deserve more than a passing mention; but, apart from this, the incumbent was worthy of notice as a man of mark. It is to be observed in the first place as an exceedingly interesting circumstance that the man now honored with the

chief magistracy of what had grown to be the third city of the Union from the hamlet of Breuckelen, was a native of the land whence Brooklyn had derived its peculiar name. He was born at Flushing (Vlissingen), in the Province of Zeeland, Netherlands. It is true that his name is thoroughly German in form, but many genuine Hollanders of a later date bear German, French, and other foreign names, owing to the fact that the enterprising Dutch republic of previous centuries drew citizens from all the surrounding nations to try their fortunes amid the vast trade advantages which Holland offered. In 1826, at the age of twenty-two, Mr. Kalbfleisch settled in New York City, and started a color manufactory in a small way in Harlem. After a short residence in Connecticut, he established color works in Greenpoint, 1842. He prospered greatly and gradually modified his business, so as to confine it to the manufacture of acids as a specialty, which was carried to such dimensions that he outstripped all other concerns in the country. His works were now located a little south of Greenpoint, in the part of Bushwick that afterward became the Eighteenth Ward. A man of force and intelligence generally, he soon was recognized as a leader. In 1851 he was elected Supervisor of old Bushwick town, holding that office until it became a part of the consolidated cities. He was a candidate for Mayor at the election preceding the consolidation, when George Hall was elected. He was sent year after year to the Common Council as Alderman from his district, now the Eighteenth Ward, the last time carrying the election by all but one vote. For three years in succession he was made President of the Board by his colleagues. After having served as Mayor he was sent to Congress, and became Mayor a second time at the election in 1867, retaining the esteem of his fellow-citizens of Brooklyn till his death in 1873. Certainly Holland had no need to be ashamed of the native it had sent to America to enjoy all these civic honors in the latter portion of the nineteenth century, in the service of a city whose origin reached back into the days of the glorious Republic of the seventeenth century; an origin due to the commercial impulse and the instincts of self-government rife among its free people. Those who love coincidences will also note with interest that while Breuckelen was begun as a hamlet but a year or two before the close of the Eighty Years' War waged for liberty by the Dutch Republic, her Dutch Mayor in 1861 governed her greatly enlarged territory while the preservation of the liberty and union modeled after that of the Dutch Republic was hanging in the balance for America.

If New York was directly interested in the battle between the Monitor and Merrimac, March, 1862, in Hampton Roads, as briefly described in our previous volume (p. 406), Brooklyn might boast of a still nearer connection. While designed and constructed in New York Port or Harbor, it was a portion of it more particularly identified with the younger city which had the honor of seeing that construction go

on upon its own shore. Ericsson's inventive mind having conceived the idea which has since revolutionized modern naval warfare, capital was not lacking to put it into actual shape, and one of the ship-yards at Greenpoint, that of A. J. Rowland, was selected for the building of the since so famous Monitor. Carefully were the approaches of the yard guarded as the curious craft was nearing completion in the fall and winter months of 1861 to 1862. At last, on January 30, 1862, the time had arrived for launching it, and the little vessel slid from the ways into the water, and was therefore now visible to all passing craft. Little as it was its weight was formidable; deep in the hull was located the machinery; over the hull on all sides pro-



APPLICANTS FOR ENLISTMENT AT THE NAVY-YARD GATE.

jected the deck armored with ball-proof iron, and rising but eighteen inches above the water. Upon the deck there was only the pilot-house, three feet high, provided with eye-holes, consisting of narrow horizontal slits in the iron walls, about half an inch wide. Behind this from the center of the deck rose a turret or tower perfectly round, twenty feet in diameter and nine feet high. This tower was entirely of iron and its walls a foot in thickness. Within it were two heavy guns, firing the largest balls known up to that time. In order to command every direction where an enemy might appear, and to save the vessel's own manœvering in the water to reach him, the ingenious inventor had provided machinery so that the turret, with all its enormous weight, could be turned with ease on an axis. It was this peculiar addition to the navy which was launched on January 30, and then proceeded from Greenpoint to the Wallabout to be

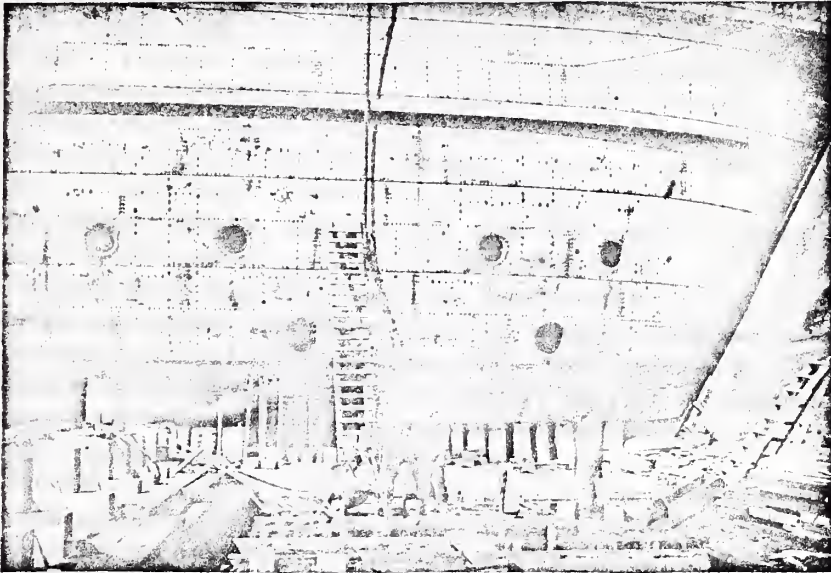
put in further readiness for service. There was great need for haste, for rumors were rife of the building of a strange and ugly looking craft on the part of the Confederates at the Norfolk Navy Yard. Yet it was not till nearly a month later, on February 25, 1862, that the Monitor was placed in commission. Lieutenant Worden probably needed all that time to train a crew to the novel duties and maneuvers required. No time was lost to get her under way when the commission was effected, and eleven days later took place the engagement at the South wherewith the world still rings. Unfortunately, the Monitor arrived too late to save the Cumberland and Congress, but compensation is ours in the splendid heroism displayed on board these ships, without whose record the annals of the American navy would be distinctly poorer in stimulus, abundant as that is. The Monitor had so well vindicated its inventor's confidence in the strength and efficiency of that kind of craft, which he claimed to be absolutely invulnerable, that orders for the construction of more such vessels came at once from the Government. Within a year or two Mr. Rowland's yard at Greenpoint set afloat seven monitors, the proper noun having become a common one in compliment to the original specimen, and to meet the necessities of language to express a thing hitherto unnamed in naval nomenclature. In the beginning of 1864 there were building here two of the largest of that style of vessels that had ever before been attempted. One was to be known as the Puritan, its length 340 feet, beam 50, depth 23 feet; the other, the Cohoes, which was to be 300 feet long, 42 feet wide, and 28 feet in depth of hold. The Puritan was launched in May. Her successor in the name at the present day still carries the tradition of the older one in being of the same class of vessel, and the largest and most formidable of her class. This earlier Puritan had a displacement of about three thousand tons, while her modern representative has one of over twice that number. At two other yards in Greenpoint Government ships were building; at Henry Steers's there was under way in March, 1864, a sloop of war that was to be provided with two propellers, an unusual feature in those days.

The first enthusiasm which sent nearly ten thousand Brooklyn men to the front was followed by a reaction in the following year. On August 4, 1862, President Lincoln called for 300,000 troops, to serve for nine months, and Brooklyn and all Kings County were to furnish of this a quota of over four thousand. The appeal fell dead upon the community at first. But there were citizens whose concern for the country was an abiding sentiment, not to be up or down with the shouts of the one hour or the indifference of the next. These steady patriots called a meeting of citizens again at Fort Greene Park, so suitable for gatherings of this kind from its topography as well as its historic memories, and here, again, the dying flame of patriotism was fanned into renewed vigor by eloquent speeches. The day after

the meeting, held on August 15, the Supervisors of the County voted a large sum for bounties. Many citizens offered rewards to induce men to come forward. Mayor Kalbfleisch promised to pay for one hundred and sixty-eight A-shaped tents for the men, and fourteen wall-tents for the officers of the First Regiment of the Empire Brigade. William Wall, Congressman from Brooklyn, gave \$1,000 to be distributed equally among the first one hundred volunteers, and another citizen gave \$200 in five-dollar prizes to the first forty volunteers. In these various ways men were induced to enlist, and as a result, over a thousand had signed their names before the week was out. The city presented a lively spectacle. Nine recruiting tents were standing in the triangular space in front of the City Hall. Many others were pitched in Fort Greene Park, the City Park, at the Navy Yard, and other places most available. Before these tents the drums kept up a lively rattle all day, putting heart into the men enlisted for the martial duties for which they were engaging themselves. Squads of men, led by officers, were constantly passing from these tents to various headquarters in the city, so that from end to end the otherwise quiet and sedate old Brooklyn, echoing only to the tread of men going or returning to business in the morning and in the afternoon—hearing nothing more vociferous at noon than the whistles of its numerous factories—now presented to eye and ear alike the stir and bustle of a military camp near the scene of battle.

A story is told with particular relish, illustrating the enthusiasm of professional men in the cause of defense, by one of their own number, Dr. Stiles. It was to be expected that this indefatigable historian would preserve from oblivion with peculiar care an episode reflecting so much credit upon his own cloth, and the story would only suffer in the telling if we did not stick closely to his own account of it. It seems that on the Sunday after the second battle of Bull Run (the date of which, as is well known, was August 29, 1862), the Postmaster of Brooklyn, George B. Lincoln, while calling on Mayor Opdyke, of New York, was told by the latter that he had received a telegram from the Secretary of War, requesting that he, the Mayor, would aid in securing a number of physicians and surgeons as volunteers for service at the front, where the great number of wounded men made their presence very urgent. Mr. Opdyke threw out the suggestion that possibly the medical fraternity of Brooklyn might wish to respond to this urgent call and share in the noble work. It at once fired Mr. Lincoln's civic pride, and he hastened back to his own city to place the appeal before the physicians there. But it was Sunday, and it was an age when doctors had not yet generally begun to find it impossible to make their patients understand that on that day they could only expect attention at the regular hours in case of special emergencies, so as to afford them opportunity to attend church. At any rate, at the hour of Mr. Lincoln's return to Brooklyn, about

half-past ten in the forenoon, most of the physicians were at church. On going the rounds to their houses per carriage he found all but some ten or twelve away from home. These at once volunteered to go to the front, and Mr. Lincoln hurried back again to New York to report his success to Mayor Opdyke and arrange the matter of their transportation to Washington by train that very evening. When this business had been satisfactorily settled the Postmaster was fain to return to his own home, which he reached weary with his day's work, about five in the afternoon. A strange scene met him as he entered his house. It was filled to overflowing with doctors! Dr. Stiles goes on to say: "Old and young were there; men with a large



NAVY YARD—PERFORATED GATE OF DRY DOCK.

practice and those with little or none, representing all the *pathies*, and every grade and specialty of the medical profession; but all united as one man in their earnest, unqualified wish to be sent at once to the relief of the suffering and wounded at the front." If Mr. Lincoln was surprised at finding them there they had not been less surprised to find him absent from home when they arrived there. But no time was lost in explanations. Before the host's return they had organized a meeting, putting J. S. T. Stranahan in the chair, and when the host appeared upon the scene he at once addressed the assembly thus brought to order, laying before them the case as it had been put to him by Mayor Opdyke. The appeal was responded to *en masse* by those present, and thus embarrassment arose from the excess rather than from deficiency in numbers, as only twenty could be accommodated. "The favored ones left that evening for the seat of

war, envied by their less fortunate fellow-practitioners. Not until some six months after did Mr. Lincoln discover how these medical patriots came to assemble on call at his house on that eventful Sabbath afternoon. It seems that an enthusiastic and public-spirited citizen, who met him on his recruiting rounds during the morning, rushed to the police headquarters and made use of the police telegraph to direct the captains of the different precincts to notify all physicians within their districts to rendezvous at Postmaster Lincoln's on business of great importance. The result has been told." And surely there is hardly one among the numerous noteworthy incidents of those eventful days that deserves better of being handed down by history to later generations than this *rally of doctors* in 1862.

On January 1, 1863, the Emancipation Proclamation had been given to the public, and still the clouds of war rolled thick and fast over the sky. In June a third call for troops came from the Governor of the State, and within twenty-four hours six Brooklyn regiments, counting two thousand men, stood ready to move toward any point where they might be needed. We find in the list one or two old numbers, and several new ones: the Thirteenth, Twenty-eighth, Twenty-third, Forty-seventh, Fifty-second, and Fifty-sixth. Of these, the Twenty-eighth was required to go forward on June 18 to join other New York regiments, in the attempt to beat back the tide of invasion which had entered the State of Pennsylvania, and whose climax was met and repelled at Gettysburg on July 3 and 4 following. Ere June was over all the militia regiments had left the city, except the Seventieth. And yet sadly were they needed at home, as was made but too evident in the course of a very few weeks.

For this was the time of the Draft Riot in New York City. It was a time of anxiety and uncertainty also in Brooklyn. There was no telling but the infection of riot and plunder and murder might strike across the river, and incite lawless hordes on this side to take up work so congenial to the debased classes. All the reserves of the militia that could be found in the city were summoned to appear under arms at the arsenals and armories; even the exempts were called upon to return to duty, and did so with great and commendable alacrity. It was naturally supposed that if there were any sympathetic outbreak in Brooklyn, the disloyal rioters would make the first and most desperate attack upon the Government property, and hence particular precautions were taken to be in readiness to defend the Navy Yard. The police were all called out to the last man, no one being allowed to go off duty for an hour. A large detachment was stationed in and about the City Hall, where also the Mayor and other officers of the government stayed day and night until the trouble or apprehension of trouble had blown over. There were sections of the city where there abounded elements of the population usually considered "dangerous." Greenpoint had its share of these, as it has

to-day, wherefore some still apply to parts of it a name of greater vigor than elegance. In the regions of old Bushwick, back along Newtown Creek, were establishments whose unsavory products, or, perhaps, more correctly speaking, unsavory methods of producing needful articles of commerce and domestic use, could induce only people of very low grade of intelligence or morals to engage in their employ. It was not much better with many of those employed in the great sugar refineries along the East River shore in old Williamsburgh. But the people of these sections disappointed all such expectations, the threatened outbreak occurring in quite another part. On Wednesday evening, July 15, two grain elevators were set on fire by a mob of some two hundred ruffians at the Atlantic Basin. When the firemen rushed to the spot, thinking it was an ordinary fire, and therefore unaccompanied by the police in great force, the mob attacked them and in every way sought to interfere with their work. This of course was an easy thing to do, considering the numerous appliances that have to be put into operation, and requiring skill and practice to concentrate upon a fire under the most favorable conditions. Hence the fire raged furiously so that in spite of the noble and desperate efforts of the firemen to get at it, before the police had succeeded in scattering the hostile mob and their movements became untrammelled, both the elevators were consumed; but the adjoining property was saved. One of the structures was upon the shore, and cost \$80,000, the other being a floating one, was valued at only \$25,000. Thus, even at the rate of a little over one hundred thousand dollars, Brooklyn's loss was immeasurably less than that of New York during that trying week.

While thus waiting and watching in anxious suspense lest harm should come to herself, Brooklyn remained not without efforts to render assistance to her distressed sister across the East River. A number of citizens gathered together in Gothic Hall, on Adams Street, and resolved to offer themselves to the authorities in the metropolis to aid in suppressing the riot, whose excesses seemed to know no limit and were continued from day to day. Knowledge of their generous intention was communicated to the civil and military officers, and it was intimated to them that their services would be most needed in strengthening the hands of General Sandford at the Arsenal on the corner of Seventh Avenue and Thirty-fifth Street. We have seen in our previous volume (p. 417) that General Sandford was doing his utmost with a handful of militia to protect the valuable stores of arms and ammunition here from the mob. So great a prize was eagerly sought by the rioters, and again and again they returned to the attack. The condition of affairs in New York is easily imagined when we are told that these Brooklyn volunteers could not venture to proceed to the Arsenal in a body. They would have been simply cut to pieces. The men went over separately, as if with no ostensible

object, and so reported themselves for duty one by one to the commanding officer. Lines of picket-guards had been skillfully disposed in the neighborhood, shutting off the approaches along the several streets leading to the building. But the fewness of his men had made these lines dangerously thin, and the men from Brooklyn were warmly welcomed and were at once made to fill up these lines to more efficient quotas. Hence succeeding attacks were repulsed with more certainty of success. Meantime the regiments of New York troops had been returning from the seat of war, and by July 18 the worst was over, and the Brooklyn contingent returned home from their praiseworthy errand. They had not even thought it worth while to keep a record of their names, so that disinterestedness and modesty must be added to the credit of their courage and neighborliness. Apropos of the draft which caused this serious outburst of villainy in New York, it may be interesting to transcribe here some figures and facts preserved by other historians, as they apply to Brooklyn and Kings County. The draft was carried into effect in September, 1863. The County comprised the Second and Third of the Districts into which the State was divided for the purposes of the draft. The Second District, in detail, meant the Sixth, Eighth, Ninth, Tenth, Twelfth, Fourteenth, Sixteenth, Seventeenth, and Eighteenth Wards, together with the outlying towns, New Lots, Flatbush, Flatlands, Gravesend, and New Utrecht, thus leaving untouched the more densely populated portions of the city. This district was officially estimated as containing 21,553 persons liable to conscription. Only one in every seven of these was required to be drawn, so that the quota to be furnished was 3,075. The Third District included the First, Second, Third, Fourth, Fifth, Seventh, Eleventh, Thirteenth, Fifteenth, Nineteenth, and Twentieth Wards; and a glance at a map of the city will at once reveal the fact that these are all closely grouped together in the densely populated parts of Brooklyn. Though comprising much less territorial area, the quota required of this district was actually greater than that of the other, amounting to 4,054 men.

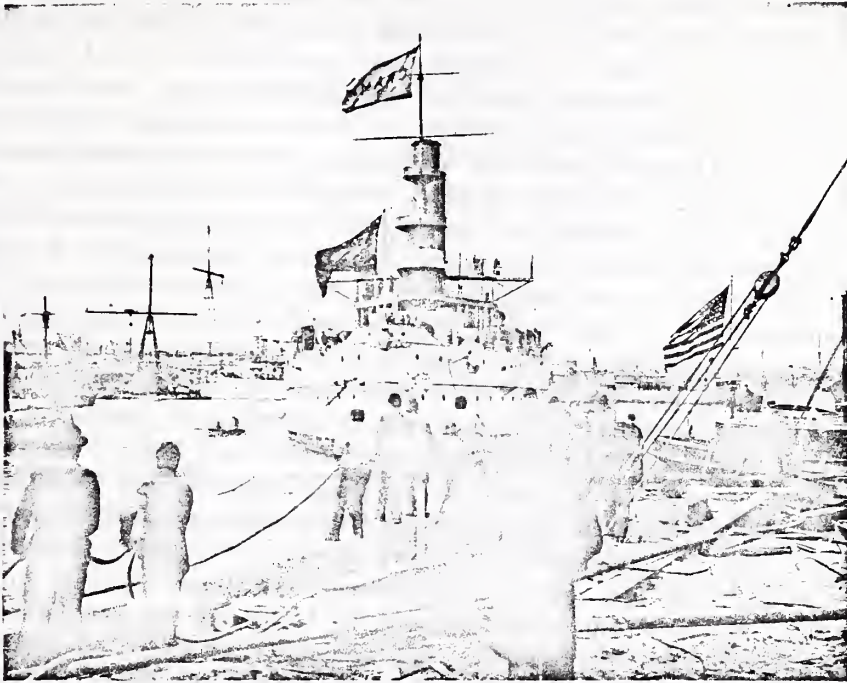
There was opportunity but for mere allusion in our preceding volume (p. 412), to an achievement on the part of a citizen of Brooklyn, which brought undying fame to himself, made him the boast and pride of his city and his country, and did immense service to the cause in which he was enlisted heart and soul, and for which the land was willing to endure the throes of war for an indefinite length of time. We mean the splendid championship of the principles upon which the war was undertaken, by the Rev. Henry Ward Beecher, pastor of Plymouth Church in Orange Street, during a visit to Great Britain in 1863. No other pulpit or platform in the land had rung with such passionate, eloquent, stirring appeals to men to uphold the cause of righteousness and liberty and repudiate oppression and wrong. In

days when it required a sublimer heroism than that needed on the field of battle to speak out one's mind on the burning question of slavery, Mr. Beecher had never hesitated to speak, and to speak strongly, with that warmth and breadth and originality and brilliancy which he alone could command. From his first coming to Brooklyn in 1847, he took up the line of antagonism to slavery which he had followed in his more modest Western charges. In fact, this explains the apparently useless breaking off of a few members from Dr. Storrs's Church, scarcely itself begun, to form another Congregational Society, whose pastor Mr. Beecher was called to be. The church was started as distinctly in sympathy with anti-slavery doctrines, although not necessarily harboring the vagaries of the *doctrinaire* abolitionists, who were for sacrificing the Union rather than retain slavery, and who were secessionists in advance of the slaveholders. It was no light risk for Mr. Beecher to take this position in the ante-bellum days. As his estimable widow wrote only shortly before her death: "He was abused as a negro-worshiper; he was threatened with personal violence; a mob was formed in New York to tear down the church in which he preached. I have known him, in response to my entreaties to be careful, to walk in the middle of the streets of Brooklyn with his hand on the revolver in his pocket, lest he should be suddenly attacked. Letters announcing the dispatch of infernal machines to our house were often received, in fact, they averaged one or two per week. I remember that one day an immense box came by express, after the receipt of such a letter. I was afraid to open it, and equally afraid that Mr. Beecher, who never knew fear, would open it as soon as he returned home. So I sent for a policeman, and, after being thoroughly soaked, the box was found to contain a life-size negro doll." Mr. Beecher at one time hit upon a most original and impressive object-lesson to bring home to the people of Brooklyn what slavery really meant. Men at the North had vague ideas of its anomaly in a republic; even kind-hearted Christian people had a dim notion that it was sanctioned in some way by Scripture. They had good reason to suspect that some of its horrors and cruel wrongs were exaggerated by the agitators against the system; and the extravagance of the abolitionists only served to create a revulsion which awakened sympathy and esteem for the abused Southerners rather than a condemnation of their persistent adherence to the practice. So Mr. Beecher conceived the idea of affording his church and his city a practical living illustration of slave dealing. Repeatedly appeals came to him to assist with voice or purse in the purchase of slaves who were about to be sold into a worse bondage, with threatened death or dishonor before them, than they had endured before; and it occurred to him to procure one of these unfortunates and sell him or her at public auction in Plymouth Church. His intention to do so was made public, and the day set for such an exhibition was

Sunday, June 1, 1856. An immense crowd thronged the approaches to the church two hours before the doors were opened, and the pastor himself could only gain access to the building by the aid of the police. The scene within the church that day was described by Mrs. Beecher only a year or two ago. After prayer and Scripture-reading he began by saying: "About two weeks ago I had a letter from Washington informing me that a young woman had been sold by her own father to be sent South—for what purpose you can imagine when you see her. She was bought by a slave trader for twelve hundred dollars, and he has offered to give you the opportunity of purchasing her freedom. She has given her word of honor to return to Richmond if the money be not raised, and, slave though she be called, she is a woman who will keep her word. Now, Sarah, come up here so that all may see you. A young woman, almost white, ascended the platform by his side, and Mr. Beecher instantly assumed the manner, tone of voice, tricks of speech and all, of a regular hard-hearted auctioneer of slaves, who can see in the human creature before him nothing but a marketable commodity, whose every good point meant so many more dollars. "How much for her?" Mr. Beecher called out vigorously. "Will you allow this praying woman to go back to Richmond to meet the fate for which her father sold her? If not, who bids? Who bids?" The people were almost wild with excitement. "Tears of pity and indignation," writes Mrs. Beecher, "streamed from eyes unused to weeping. Women became hysterical; men were almost beside themselves. For half an hour money was heaped into the contribution boxes, while those to whom the baskets seemed too slow in coming, threw coin and banknotes upon the pulpit. Women took off their jewelry and put it in the baskets. Rings, bracelets, brooches piled one upon the other. Men unfastened their watches and handed them to the ushers. The collection left no deficiency to be made up. All of the twelve hundred dollars had been given for the purchase of Sarah's freedom, and there was money enough besides to buy for her a little home at Peekskill." More such scenes were destined to be witnessed in Plymouth Church, among the last being the purchase of a little girl called "Pinky." She was bought, given an education, baptized Rose Ward, after Miss Rose Terry, later the authoress, Mrs. Rose Terry Cooke (who was an enthusiastic participant), and Mr. Beecher himself; and after the war she went as a missionary among her liberated people at the South. The auction of little Pinky took place in February, 1860, when the conflict of arms was near at hand.

In the summer of 1863, when Gettysburg had been fought, and the Civil War had reached its highest point north, Mr. Beecher went to England for much needed rest and recuperation from the strain of the exciting events in which he had borne no minor part. In the pursuit of this purpose he kept perfectly quiet during the summer months, pre-

sumably waiting also until the time was passed when his old enemy, the hay fever, could cause him no more trouble. But in October he was thoroughly himself again, and now began those battles from the platform, repeated in five of the leading cities of the realm, which put to the utmost test all the remarkable powers of public address of which the American preacher was possessed. He was now just fifty years of age—precisely that on June 24, 1863—and, there-



NAVY YARD—A WAR-SHIP ENTERING DRY DOCK.

fore, at the very height of his mental powers. The round of addresses began at Manchester, on October 9, 1863, in the immense Free Trade Hall, with a seating capacity for seven thousand. It was crowded with a number far beyond that on this occasion. Mr. Beecher had selected different points to be made at these various meetings, and at Manchester it was his aim "to give the history of the external political movements for fifty years past," in order to bring out the fact that "the war was only an overt form of the contest between liberty and slavery, which had been going on politically for half a century." At Manchester he encountered some interruption from opponents in the audience, but it was not a circumstance to what he was compelled to endure at Liverpool. From Manchester he went to Glasgow, and there he sought to point out that "the Southern cause was the natural enemy of free labor and the laborer all over the world," because

it "brought labor into contempt, affixing to it the badge of degradation." At Edinburgh he delineated the interesting process by which separate, strongly individualized colonies, as free States intensely jealous of each other's rights and several sovereignty, yielded up enough of the latter to become welded into one nation, or a strong federal republic, instead of a confederacy of weakness; and how the policy on which the South now claimed the right to act was subversive of nationality and all the good attained thereby; claiming this right in order to have the power to maintain that slavery for which all the world condemned and mocked the free republic, because it feared that the conscience of the nation, as a nation, would compel it to abolish it. After Edinburgh, Mr. Beecher returned to Liverpool, where fierce opposition to the war had been the prevalent sentiment, because thereby the cotton ports of the South had ceased to send forth their valuable exports to England, whose principal port of entry and market for this product was the city on the Mersey. Here, therefore, he met a vast throng determined to gag and thwart his utterances, and if possible to silence him. They did not know their man. He told them plainly: "I am born without moral fear. I have expressed my views in any audience, and it never cost me a struggle. I never could help doing it." It was his purpose here to prove that "slavery was, in the long run, hostile to commerce and manufactures all the world over"; that "a slave nation must be a poor customer, buying the smallest quantity and the poorest goods, at the lowest profit"; that "a slave population, which buys nothing, and a degraded white population, which buys next to nothing," was hostile to every principle of political economy, "as striking at the vital interest of the manufacturer, not by want of cotton, but by want of customers." For three hours in St. George's Hall, Mr. Beecher elucidated these points, while his audience for much of the time was like "a raging sea of insult." We can hardly believe the reports of the meeting, held in a civilized country boasting such a fondness for fair play, which tell of taunt, irony, impertinent questions, blackguardism, curses, hisses, cat-calls, stampings, hootings, yells. All this savagery, however, utterly failed to silence, daunt, or even confuse the American preacher. In the face of it all he uttered such noble appeals and lofty *argumenta ad hominem* as the following: "If the love of popular liberty is dead in Great Britain, you will not understand us; but if the love of liberty lives as it once lived, and has worthy successors of those renowned men that were our ancestors as much as yours, and whose example and principles we inherit to make fruitful as so much seed corn in a new and fertile land, then you will understand our firm, invincible determination—deep as the sea, firm as the mountains, but calm as the heavens above us—to fight this war through at all hazards and at every cost." With perfect good humor he met the most vindictive and hateful interruptions; with the marvelous

readiness at repartee, for which Mr. Beecher was noted, he answered impertinences and questions that it was thought would embarrass him. His wit often turned the laugh on those who supposed they had cornered him. Conscientious scruples that had been respectfully expressed he dealt with kindly but effectively. Some had said that all war was wrong, and, therefore, they must condemn ours. With a warm tribute to that excellent class of people, the Quakers, he went on to say: "But excepting *them*, I regard this British horror of the American war as something wonderful. . . . What land is there with a name and people where your banner has not led your soldiers? . . . Old England ashamed of a war of principle! Her national ensign symbolizes her history—the cross in a field of blood. And will *you* tell *us*—who inherit your blood, your ideas, and your pluck—that we must not fight?" Such happy sallies forced cheers and applause even from such an audience. In fact, before the end good humor, courage, wit, perfect self-possession, matchless readiness at reply, the genius and eloquence of oratory, had effected a complete conquest. It was a battle few men in all the world could have fought to a finish, and that with success. The universal comment of the American press upon this remarkable performance at Liverpool did not hesitate to express the conviction that "there was not a more heroic achievement on any field of battle during the great American conflict than the successful delivery of Mr. Beecher's speech against the tempest of odds which opposed it!"

The last of this series of oratorical battles was announced to come off at Exeter Hall, London, on October 20, 1863. The meeting here was held under the auspices of the Emancipation Society, and, therefore, in advance, there was some guaranty that there would be that decent treatment of the speaker which had been so conspicuously and disgracefully lacking at Liverpool. To somewhat restrict the enormous rush for places which was naturally anticipated an admission of one shilling was charged at lowest, with four hundred reserved seats at two and a half shillings. Nevertheless, the crowds were immense. The speech was advertised to begin at 7 o'clock in the evening, doors to be opened at 6.30. But at five o'clock the adjoining streets began to be thronged with people, and the doors were thrown open at 6. The temper of the people of London was evidently different from that at Liverpool, for, when Mr. Beecher arrived at the building, and while the police were mowing a swath through the multitudes to get him within, he received an ovation from the waiting crowds, everybody struggling to get near him to shake hands. There was no way to get him into the Hall but by carrying him bodily upon the shoulders of two burly policemen. And inside Mr. Beecher was not subjected to any of those insults which he had so bravely borne down at Liverpool. The enemies of the North had indeed made some efforts to pack the Hall with a disturbing element. The walls of London had been

plastered with posters, and handbills were industriously circulated among the people at the doors, expressing hostility to Mr. Beecher, and maligning the cause he came to advocate. But these efforts were utterly swallowed up and lost in the vast enthusiasm which his presence in the metropolis excited. His speech in London was a presentation in brief of all the points he had been making in the other cities. If there was any special emphasis laid upon any question here, it was upon the position of slavery in the South so far as the Constitution legalized it. It was shown clearly to the British audience how it came to be legalized at all in the days of the founding of the Republic, and that, as the result of its treatment then, slavery had ever been a question for the States to settle for themselves, and not to be touched by the central government at all. Speaking under the auspices of the Emancipation Society, the speaker naturally gave special attention also to Mr. Lincoln's Proclamation at the beginning of the year. How could slavery be reached if the Constitution forbade the Federal Government to act on it? Mr. Beecher explained it thus: "The great conflict between the North and South when we began this war was, which should control the government of the territories—slave institutions or free institutions? That was the question. It was not emancipation, or no emancipation—the Government had no business with the question. The only thing the Government could join issue on was, shall the *national* policy be free or slave? . . . It was for this the North went to war. It produced emancipation. But she went to war to save national institutions, to save territories, to save those laws which, if allowed to act through a series of years, would infallibly first circumscribe, then suffocate, and finally destroy slavery." Apropos of what we are rejoicing to notice from day to day in the times of war that are upon us at the present writing—the *entente cordiale* unofficially but radically existing between England and the United States, it is more than interesting to observe, as one commentator remarks, that "the most striking and important parts of Mr. Beecher's address were his noble and earnest efforts to promote, to the utmost of his ability, that supreme international object of his oratorical efforts—a good understanding between England and America, in which all the higher interests of civilization, freedom, and progress are so directly involved. In discussing this great and vital question he rose to a pitch of moral enthusiasm and elevation, which, stranger as he was, in the midst of his country's reputed enemies, and standing, as he did, the solitary spokesman for that country, in the presence of a surging and excited multitude, presented a spectacle of moral and forensic sublimity, rarely witnessed in any country." After Mr. Beecher's return from England, Oliver Wendell Holmes said of his mission: "He kissed no royal hand, he talked with no courtly diplomats, he was the guest of no titled legislator, he had no official existence. But through the

heart of the people he reached nobles, ministers, courtiers, the throne itself."

Thus ended this wonderful progress of Mr. Beecher through the United Kingdom, doing effective battle for his country with the weapons which God had given him. In this way he created a frame of mind among the sober, thinking portion of the British public distinctly friendly to America. Whatever of any other sentiment had been prevalent was due to misunderstanding of the situation in the United States. And certainly that was considerably puzzling to those who had not made a study of our Constitution, and of the unique composition of our Federal Union—with its central sovereignty and its sovereignty of the several States, beautifully harmonizing, except where sinister designs were harbored to sacrifice nationality and country rather than an institution intrinsically wrong, but socially rooted and economically profitable (as it seemed to be). By these five addresses frankly dealing with these peculiar questions of Federal Government, it was shown how helpless we were to deal directly with slavery until war made it possible to do so, and then only as a military necessity outside of the Constitution. It was slavery which Great Britain hated with all its heart. It was because the North failed so long to deal directly with slavery until the war came that Great Britain suspected that the North also at heart sustained the iniquity. Now that it was understood that the North was as genuinely the foe of that evil as the British public, cordial sympathy and friendship could flow unrestrained toward the upholders of the Union. It is more than possible that this creation of friendly understanding, doing so much to keep England's hands off in the struggle yet at its fiercest when Mr. Beecher spoke, has also been the reason that both the Alabama and the Venezuelan questions could be settled by courts of arbitration instead of by armaments on land and sea.

All honor then to the Brooklyn preacher who did so noble a work—a work showing forth the splendid abilities wherewith he was endowed, and bringing incalculable advantage to his country in a time of peril, and for years subsequently. The city of Brooklyn had reason to be proud of the man who had achieved so great a triumph. It is not to be wondered at that after his death a statue of Henry Ward Beecher was reared by his fellow-citizens to grace the very heart of the city's life, and remind the throngs daily passing back and forth what honor he once brought to the city of his adoption, by the service he rendered to the country. The forms of liberated slaves clinging to the base of the statue will appropriately recall the self-devoted and courageous advocacy of that same cause of freedom when the country was not yet ready to assume the issue of the liberation of the slave, and his very life was in danger for his outspoken championship of the oppressed and downtrodden.

The great event during the year 1864 for New York and Brooklyn

both was the Sanitary Fair. It was stated in our account of the older New York during the crisis of the war (Volume I., p. 407), that while Chicago's Fair brought \$60,000, Boston's \$140,000, and Cincinnati's \$250,000, both New York and Brooklyn far surpassed any of these, the metropolis raising \$1,100,000 by means of its Fair, and her neighbor across the East River nearly half a million. There had been organized in Brooklyn two important associations, the "War Fund Committee of Brooklyn and County of Kings," and the "Woman's Relief Association of the City of Brooklyn." The latter was the representative in Brooklyn of the "United States Sanitary Commission," the origin of which was briefly told in our previous volume (p. 407). The War Fund Committee had as part of its organization a sanitary committee, which acted in the capacity of advisers to the association of women. When, therefore, the project took shape of holding fairs for the purpose of securing the means for supporting the merciful labors of the United States Sanitary Commission, in the various cities of the land, the work of arranging for the one in Brooklyn fell to these two bodies. In New York the initial steps for the Metropolitan Fair had already been taken, and in October, 1863, the ladies addressed a circular letter to their sisters here, announcing their purpose and plans and inviting co-operation, proposing that it might be done in the way of taking charge of a department of the Metropolitan Fair designated as that of Brooklyn. It was at first resolved to adopt this suggestion, but at a meeting of ladies in the chapel of the Packer Institute, on December 4, 1863, at which Mrs. J. S. T. Stranahan presided, the enthusiasm was so great that a bolder step was at once contemplated and resolved on. The ladies of Brooklyn determined to have an independent fair of their own, and in their own city! It had been at first thought that from seventy-five to eighty thousand dollars might be raised by the enterprise. As the bolder proposition took hold of the imagination of the citizens, larger results were predicted, and the Rev. Dr. Spear went to the very height of extravagant expectation, as people then felt, in recklessly stating it as his conviction that the sum raised would reach one hundred and fifty thousand dollars! Enthusiasm kept rising to a higher pitch, but practical measures kept pace with it. A Committee of Sixty, composed of prominent gentlemen, was appointed to co-operate with the ladies. On December 19, at a public meeting in the chapel of the Polytechnic Institute, called by the War Fund Committee, and at which Mr. A. A. Low presided, the Rev. Theodore L. Cuyler (later D.D.), then only recently the pastor of the Lafayette Avenue Presbyterian Church, and others, made rousing speeches, the feeling aroused taking definite shape in several generous donations on the spot. Mr. A. A. Low led with a gift of \$2,500. Then several \$1,000 and \$500 subscriptions were made, amid the profoundest excitement, the result being the pledge of a sum of \$25,000; but before the month was out, the amount pledged had run up to \$50,000.

It had been intended by the managers of the Metropolitan Fair in New York to open the Fair on Washington's Birthday, 1864. But in December they found that they could not be ready at that time, and they announced the postponement of the opening till March 28, and as we saw in our account of it, it was not actually opened to the public until April 5. Even in this particular, the Brooklyn people, led by their energetic women, would not be disappointed. All through January meetings were held in various portions of the city. On the 21st, Flatbush let itself be heard from, leading other Long Island towns in their co-operation. The Academy of Music was engaged and fitted up for this new purpose. But even its great space was certain to prove inadequate. Hence two temporary wooden structures were erected—one, called the Knickerbocker Hall, stood on an open lot of ground adjoining the Academy on the west, given



UNITED STATES MARINE HOSPITAL, STAPLETON.

rent free by its owner, Mr. A. A. Low. It was 100 by 68 feet, and two stories high. The other was named Hall of Manufactures and New England Kitchen, one hundred feet square and one story high, standing on a lot loaned free by Mrs. Packer, on Montague Street, opposite the Academy, the site of the later Mercantile Library. The Taylor Mansion, on the northeast corner of Montague and Clinton streets, was also engaged and devoted to a display of objects of art, relics, and curiosities. A newspaper was to be issued, called the *Drum Beat*, edited by Dr. Storrs, and its headquarters were here established. On February 15 the buildings were opened to receive the goods to be offered for sale at the Fair, and the amount sent in was overwhelmingly beyond the most sanguine expectations. As in New York, so here, the opening day of the Fair was celebrated by grand parades of volunteer troops and United States marines, at 3 o'clock in the afternoon, and in the evening of the same day — Washington's Birthday, as originally fixed upon — at

7 o'clock. The main attraction was of course the Academy of Music, where most of the goods were displayed in booths arranged in concentric circles. The decorations were superb, and at night thousands of gas jets lent great brilliancy to the scene. Knickerbocker Hall was arranged into a vast restaurant, where five hundred people could be served at once, and from this source of income alone \$24,000 were realized. The New England Kitchen set forth a farmhouse of the olden time. In the Hall of Manufactures, in the same building, was to be seen a huge broom which had been sent by Cincinnati. Upon it was inscribed the challenge: "Sent by the Managers of the Cincinnati Fair, greeting: We have swept up \$240,000; Brooklyn, beat this if you can." Of course it was with immense satisfaction that the reply was sent, and the inscription amended to read: "Brooklyn sees the \$240,000, and goes \$150,000 better;" the elegance of which may be left uncriticised in view of the splendid fact stated. On March 11 the Fair was closed by a Calico Ball, that one event netting \$2,000 alone. Altogether, and precisely speaking, the sum realized, and placed at disposal for the objects of the United States Sanitary Commission was \$402,943.74. By the side of this place the population of not quite 300,000, and then comparing New York's sum of \$1,100,000, with her population of over 800,000, and it will be seen that the results reflected great credit upon the people of the smaller city. But above and beyond the specific object of the Fair so gloriously and so abundantly achieved, the citizens of Brooklyn saw a deeper significance in the enterprise. It seemed to mark an era in city life. As Dr. Stiles records it, the sentiment of the day was that this was "the first great act of self-assertion ever made by the city of Brooklyn." Previously to this, "Brooklyn was but a suburb, overshadowed by her mighty neighbor. . . . But in and by the Fair Brooklyn stood forth for once apart from New York . . . and proved herself alive to her proud position, her abundant wealth, her great privileges and opportunities."

A most unique event growing out of the incidents of the Civil War, and standing out in bold relief as a distinctively Brooklyn affair, was the "Trip of the Oceanus." After Charleston had surrendered and Fort Sumter was again in Federal hands, it was deemed an eminently appropriate thing to make the raising of the United States flag over the ramparts, whence it had been violently torn four years before, a ceremony of an impressive public character. Hence, on April 3, 1865, President Lincoln announced that he had set apart the 14th of that month as the day upon which the Union flag would be raised there, that being the anniversary of the surrender. A steamer had been commissioned by the Government to carry thither the participants in the exercises, the Rev. Henry Ward Beecher having been requested to deliver the principal oration, and another celebrated Brooklyn clergyman, the Rev. Dr. Storrs, to offer the prayer

at the close of the ceremony. But a great many of the ardent patriots of Brooklyn desired to be present on an occasion so significant and grateful, and, on March 30, as the result of some efficient planning on the part of a few gentlemen, an advertisement appeared in the *Brooklyn Union*, announcing that the steamer *Oceanus*, of the Neptune Steamship Company, had been chartered to carry a party to Fort Sumter. The number of tickets was to be limited to one hundred and fifty. The trip was to include not only Charleston Harbor and Fort Sumter, but on the way back, Hampton Roads would be entered and visits made to Fortress Monroe, Norfolk, and as far up the river as City Point; Richmond being added after the news of the surrender came. The round trip was to cost \$100 per person. The limit first set was found to be entirely below the number of those who wanted to go; it was increased by thirty, the accommodations on the steamer not permitting the carrying of more than these one hundred and eighty persons. They included Mayor Alfred M. Wood, the Hon. George Hall, Cyrus P. Smith, and Edward A. Lambert, ex-Mayors of Brooklyn; the Rev. Theodore L. Cuyler, Messrs. Henry C. Bowen, and Wm. B. Bradbury. The day appointed for sailing was April 10, and when it came, the party knew what had happened at Appomattox the day before. A ferryboat was placed at their disposal by the Union Ferry Company to convey the excursionists directly from Brooklyn to the pier at the foot of Robinson Street (as then named). The exercises at the flag-raising on April 14 began with a brief prayer by Chaplain Harris, who had made the prayer at the raising of the flag on December, 1860, when Sumter was first occupied by Major Anderson's command. The next exercise on the program was the reading of selections from the Psalms responsively, the reader being the Rev. Dr. Storrs. Then Major Anderson's dispatch was read, recorded in our previous volume (on p. 399), whereupon Sergeant Hart, who had nailed the emblem to an improvised staff amid a storm of shot and shell, after it was shot down early in the action, now tenderly took that same flag from a U. S. mail-bag; it was made fast to the halyards of the staff, and then the hero of the surrender, now General Anderson, stepped forward, took the halyards from the sailors, and made a brief address ere he lifted the old battleflag to its position aloft. At the sight the whole assembly rose to their feet. Then, for about half an hour, cannon boomed their salutes, after which occurred the oration of the day, delivered by Mr. Beecher. Unusual for him, it was all carefully written out and read as written, in order that no misrepresentations of his words or sentiments on so crucial an occasion might be possible. For the same reason, Dr. Storrs's prayer, at the close, was also written and read.

History was making fast during the trip of the *Oceanus*. The party had started on the day after Appomattox, receiving the news just in time to serve as a *bon voyage*. On Saturday, April 15, they turned

their prow northward, and Sunday and Monday were passed in happy oblivion at sea. On Tuesday they were steaming toward the Capes at Hampton Roads, and the first thing that met their eyes as the darkness lifted was a steamer with flag at half-mast. A pilot boat approaching them also carried its colors at half-mast. When near enough to hail, some one asked the reason, and the reply fell with stunning effect upon the happy company. It put an end to further excursions. The *Oceannus* at once sailed for home, all joy and pride turned into mourning for the dead President.

When the news of the assassination reached Brooklyn on April 15 the whole city was plunged into inconsolable grief. No party divisions remained in the depth of that sorrow; mingling tears of indignation and pain washed them all away. Alderman Daniel D. Whitney, acting as Mayor in the absence of Mr. Wood on the *Oceannus*, issued a proclamation closing all public offices, placing flags at half-mast upon them, and ordering the bells of the city to be tolled from noon till one. As in New York, all places of amusement were closed. On the 17th, a mass meeting of citizens was held at the Academy of Music, where there were no demonstrations but those of mute sorrow. On April 26, Brooklyn officials and associations joined in the procession that carried the remains of Lincoln through the streets of New York on their way to their last resting place in Illinois. The War Fund Committee at once appointed a sub-committee, of which Mr. James P. Wallace was made Chairman, "to open a subscription for the erection of some suitable and permanent memorial in the city, of him for whom the nation is in mourning." As a result of this prompt action, and the subsequent vigorous prosecution of the scheme, Brooklyn's statue of Lincoln was the first of those erected in the cities of the land. Its cost was \$15,000, without the pedestal, which was given by the Park Commissioners. It was unveiled on October 21, 1869, with appropriate exercises, at which Mr. A. A. Low presided. First Citizen J. S. T. Stranahan accepted the statue on behalf of the Park Commissioners, the oration being delivered by Dr. Storrs.

The last acts growing out of the war were the honoring of the living and the dead, who had gone forth to do battle for the Union from the homes of Brooklyn. The Common Council almost immediately upon the receipt of the news of the surrender of General Lee, had voted the outlay of \$10,000, to be raised by tax, for the procuring of proper medals "to be presented to the heroic survivors, from this city, of many a hard-fought battle." There were nearly three thousand to be honored in this way—2,049 men and 148 officers. Those given to soldiers differed slightly from the sailors' medals. The obverse represented the city seal and motto: "Eendracht maakt Macht" (union makes strength). On the reverse of both kinds was the inscription, "Presented by the City of Brooklyn, To one of its Veterans, 1866"; but the soldiers' medal represented a figure in army

uniform holding a musket, while that of the sailors showed a sailor resting against an anchor. The day of the presentation was appointed for October 25, 1866, and was made the occasion for a great civic demonstration. The whole city was arrayed in the National colors. At about 10 a.m., the Governor of the State, Reuben E. Fenton, was welcomed at the Fulton Ferry, and the procession marched up Fulton Street, through Sands and Washington to the City Hall. Here Mayor Samuel Booth introduced the Governor to the assembled dignitaries, among whom appeared also Admiral Farragut. From the City Hall the procession, led by the carriages containing distinguished guests of the city, marched to Fort Greene, where the presentation was to take place. A staging had been put up for the accommodation of speakers and guests, about which collected the veterans who were to receive the medals. Those who had been crippled and otherwise disabled by the war, were brought to the scene in carriages, and a place had been reserved for them on the platform. It was an affecting sight to see, upon their arrival, how generals, clergymen, every one, vied with each other in rendering some service to the poor mutilated fellows, in conveying them from the carriages to the stage. After prayer and singing, the Rev. Dr. Storrs delivered an address to the veterans, full of eloquence and power. After this, Mayor Booth made the presentation speech, carefully reported in the papers of the day, saying, among other appropriate things: "The medal we present bears with it that which money can not purchase. It represents the heart and voice of more than three hundred thousand people. . . . The small ribbon won by the French soldier as a mark of heroic deeds is prized as highly as life itself. It bears evidence that the wearer has done something for the glory of France. The testimonial we present you to-day bears evidence that you have done very much for the cause of liberty and good government throughout the world." There was no one better qualified to speak for the veterans in response and thanks, than that one of their own number who had been among the first to go out to the war and to suffer its perils and ills, the hero of Bull Run, Colonel Alfred M. Wood, of the "Fighting Fourteenth," ex-Mayor of the city. After that the medals were distributed, and the ceremonies of the day were at an end.

But Brooklyn was not yet done with its soldiers and sailors who had rendered the country such glorious service. It had honored the living; there were also the dead. Curiously enough, again on an October 21, twenty-three years after Lincoln's statue was unveiled on the Plaza, upon the same grand concourse, with its commanding prospect, there was reared another monument to those who had died in the same cause. It was the year 1892—a big leap since the war, but it is best to keep these war memories together. Brooklyn had fallen in with President Harrison's painful astronomical correctness of date, and had determined to celebrate the discovery of America

by Columbus on October 21, and part of the day's doings were to consist in unveiling the Soldiers' and Sailors' Arch. Several years before speaking at Greenwood on Decoration Day, the Hon. Seth Low, then Mayor of Brooklyn, had suggested the raising of a memorial permanent, striking, costly, to the dead who were yearly honored at their graves. The idea was taken up with zest at first. The sculptor, J. O. A. Ward, was asked to draw up plans, and the monument he designed would have cost half a million. This seemed too gigantic an undertaking for the city, and as a reaction the scheme languished. But it was taken up again, the idea of a shaft erected in front of the City Hall was broached and abandoned, and, finally, the Architect, John



SOLDIERS' AND SAILORS' MEMORIAL ARCH.

H. Duncan, prepared plans for a memorial arch, as something unique and graceful. The cost was estimated at \$250,000. These plans were adopted and executed. As a result, there stands to-day, near enough to the entrance to Prospect Park to form almost a portal to it, the splendid Soldiers' and Sailors' Arch, which is justly the pride of Brooklyn. It is larger than any other in the world, except the world-famous Arc de Triomphe at Paris. But in beauty, chasteness, and


majestic grace it is second to none. Its material is gray granite from the State of Maine, and so white is this hard and durable stone that no one would suspect it was anything else but the most delicate marble. Its proportions are most generous: eighty feet in width and seventy one and a half feet high, as it stands upon the Plaza, resting upon a base of highly polished dark Quincy granite rising three feet above the ground. The opening of the arch is thirty-seven feet wide and forty-eight and a half feet high. The abutments on either side are forty-five by twenty-one and a half feet. In the keystone is sculptured the seal of the United States. The under side of the arch is carved in coffered panels. In the spandrels on the north are carved the coats of arms of the State and city; on the south spandrels are found the figures of Peace and Victory. There is a staircase in each

abutment, leading to an esplanade on the top, whence a fine view is obtained of the surroundings. Over the arch there is a chamber for the preservation of flags, standards, and other mementoes of the days of strife in which the men thus honored fell. Upon this splendid and magnificent memorial there is but this simple and impressive inscription, but all the more telling for its terseness: "To the Defenders of the Union, 1861-65."

As was said, the Columbian celebration, October 21, 1892, was taken advantage of to dedicate the arch. Its cornerstone had been laid with appropriate ceremonies in 1890, by no less a person than General Sherman himself. The final completion and presentation to the city deserved equal public honors. The exercises were graced by the presence of ex-President Cleveland, destined within a few weeks to be returned a second time to that exalted office. A salute of forty-four guns (the number of the States then) announced the beginning of the ceremony. The program opened with the singing of "America" by six hundred boys of the High School, after which a prayer was offered by the Rev. Dr. A. J. F. Behrends. A speech was then delivered by Mayor Boody, and immediately before or after it there was an impromptu number put upon the program by the crowds as they caught sight of the ever honored J. S. T. Stranahan, still spared to see this occasion, as well as the later realization of his dream of a Greater New York. No sooner was he descried than lusty cheers went up; but he remained through only a part of the exercises. The orator of the day was the Rev. Dr. T. DeWitt Talmage, who spoke in his characteristic manner, and was heard one hundred yards away. Among other things he said: "The world has no use for cowards. Men dislike them, and women hate them worse yet." Referring to the soldiers and sailors of the Civil War, he continued: "Had it not been for their courage and self-sacrifice the Republic of the United States would this moment only have been a matter of history. . . . This continent would have been a place of quarrel and controversy and collision and bitterness, making it one of the worst misfortunes that ever happened to the world that Columbus discovered America at all. What two sublimer thoughts can you find, than America discovered and America redeemed?" The comment of one of the most influential of the New York daily papers on the day following the dedicatory exercises, in an editorial, was: "This form of memorial is greatly to be preferred to the more conventional forms of soldiers' monuments, consisting of shafts of stone, with groups and tablets of bronze; and Brooklyn has been quite successful in securing a structure worthy of the purpose for which it was designed, and, at the same time, a fitting ornament to the Plaza that fronts the entrance of its fine park. New York still lacks a proper monument commemorative of her many sons whose lives were given up in defense of the nation."

CHAPTER X.

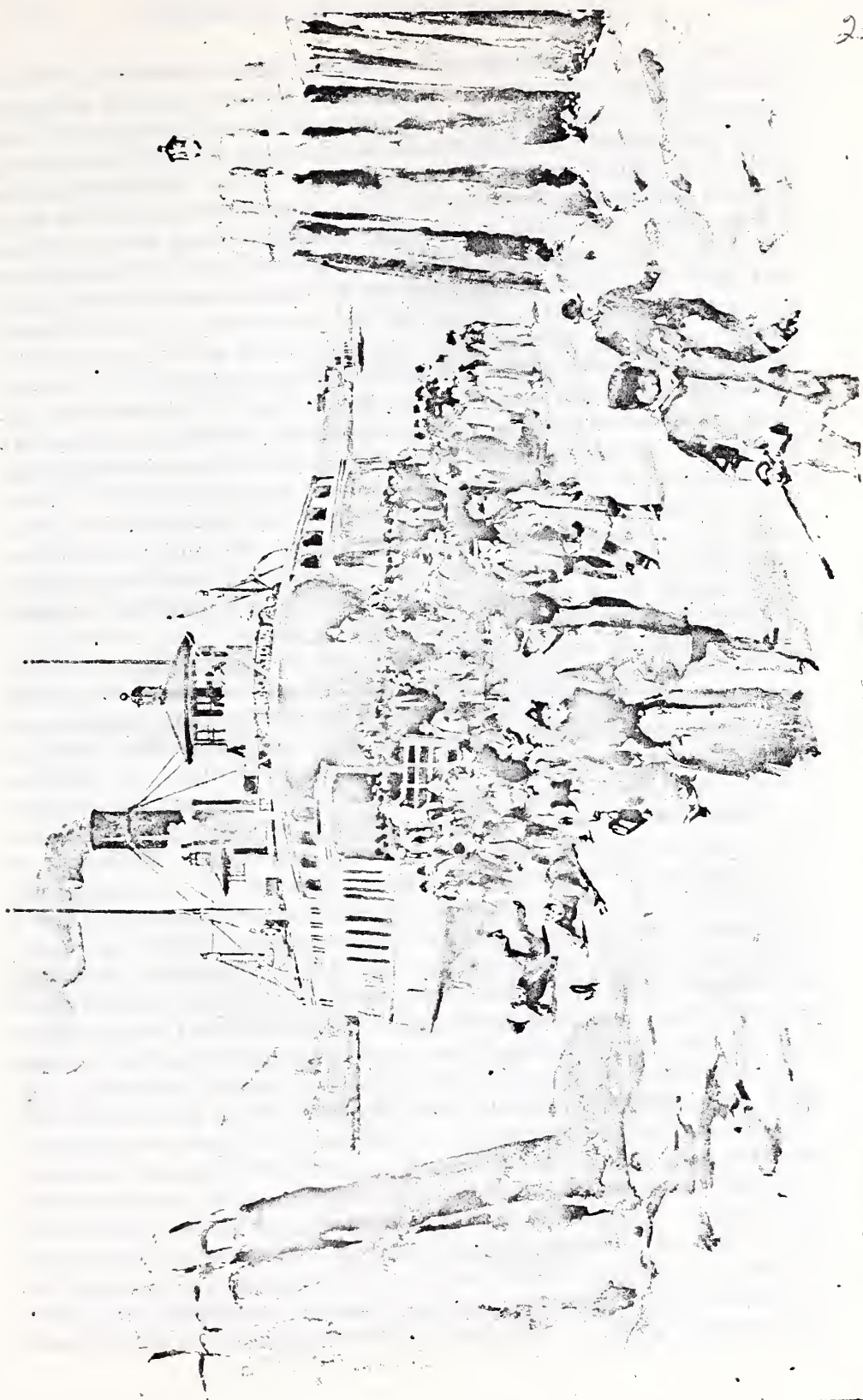
THE STIMULUS OF PEACE.

“O ordinary misfortune,” remarks Macaulay, in a famous passage, “no ordinary misgovernment, will do so much to make a nation wretched, as the constant progress of physical knowledge and the constant effort of every man to better himself will do to make a nation prosperous. It has often been found that profuse expenditure, heavy taxation, absurd commercial restrictions, corrupt tribunals, disastrous wars, seditions, persecutions, conflagrations, inundations, have not been able to destroy capital so fast as the exertions of private citizens have been able to create it.” And then he draws upon the history of his own country for illustration of the truth of the apparent paradox. “It can easily be proved that, in our land, the national wealth has, during at least six centuries, been almost uninterruptedly increasing; that it was greater under the Tudors than under the Plantagenets; that it was greater under the Stuarts than under the Tudors; that, in spite of battles, sieges, and confiscations, it was greater on the day of the Restoration than on the day when the Long Parliament met; that, in spite of maladministration, of extravagance, of public bankruptcy, of two costly and unsuccessful wars, of the pestilence and of the fire, it was greater on the day of the death of Charles the Second than on the day of his Restoration.” We could continue the argument with its illustration by citing the facts of our own history after the Civil War. It was a disastrous war; it was so to those who lost in the struggle; it was so to those who won the victory. It was a victory at the expense of our own flesh and blood, and the ravages of war desolated the wealth of our common country, for then, as now, and ever we were, and are, but one nation, and internecine strife was deadly to us all. But the rebound came; with us, too, there went on “the constant progress of physical knowledge,” and there was a stronger effort than ever on the part of every citizen to repair his injured business and to make up for lost time in enterprise. And quick and sure and abundant was the response of the unbounded national resources, in soil, in mineral treasures, in commercial opportunities, in the ingenious contrivances for facilitating labor, or travel, or communication, in rapid accessions of population.

Amid the general return to prosperity and advancement under the stimulus of peace, Brooklyn did not find herself left behind in the race.

In 1866 her population was not quite three hundred thousand (296,000). In 1870 it had already grown to four hundred thousand. It had taken New York forty years to grow to that figure from sixty thousand in 1800. Brooklyn attained to it only thirty-six years after first reaching her feeble cityhood. And only three years after the war closed, in 1868, there are evidences of prosperity of so striking a nature that they may well give us pause. With pardonable pride one of the city's journals calls attention to these gratifying circumstances: "More elegant and costly public buildings have been erected since the first of January, 1868, than in any previous year, and, although the number of buildings is not as large as in 1867, yet the value far exceeds it. In 1867, three thousand five hundred and thirty-nine buildings were erected, and in 1868 but three thousand three hundred and seven were put up. Of these, three hundred and seventy-five were brownstone fronts; seven hundred and seventy-five, brick; nineteen hundred and fifteen, frame dwellings; three stone, seven brick, and nine frame church edifices; one brick schoolhouse; forty-one brick and twenty-four frame buildings for manufacturing purposes; seven brick, ten frame stores, and one hundred and forty buildings of a miscellaneous character." It is to be observed that this increase in habitations was realized especially in the wards on the outside of the denser nuclei of population. The sections still called Greenpoint and Bushwick saw most of this phenomenal growth, and also those wards which were made up out of the earlier Gowanus region. The list of "public buildings" in the mind of this newspaper writer included that of the Long Island Safe Deposit Company, on the corner of Fulton and Front streets, which cost \$150,000; the large building of the *Union* (newspaper) Association, on the opposite corner, costing much less. There was Burnham's "Gymnasia," at Smith and Schermerhorn, and also the Mercantile (now Brooklyn) Library, on Montague Street, costing \$181,000. That same year witnessed the erection of the Kings County Savings Bank, its "superb building," as our journalist well phrases it, demanding an outlay of \$195,000. Then, too, went up the Adelphi Academy, on Lafayette Avenue, and the Skating Rink on Clermont; while Dr. Duryea's church, on Classon Avenue, at \$100,000, and the graceful pile of St. Ann's, on Clinton Street, at \$200,000, fitly capped the climax.

But the writer did not confine himself for evidences of Brooklyn's wonderful leaps forward under the stimulus of peace, only to the number or cost of the houses erected. "During the year," he goes on to state, "an enormous and unprecedented amount of street improvement was effected, in the matter of grading, paving, and laying down water and sewer pipes. Twenty-three miles of improved streets were added to the city, rendering about seven or eight thousand city lots available for building purposes, which previously were not so available. After all the thousands of new houses Brooklyn built



ICE BLOCKADE—FERRYBOAT PASSENGERS LANDING ON THE ICE.

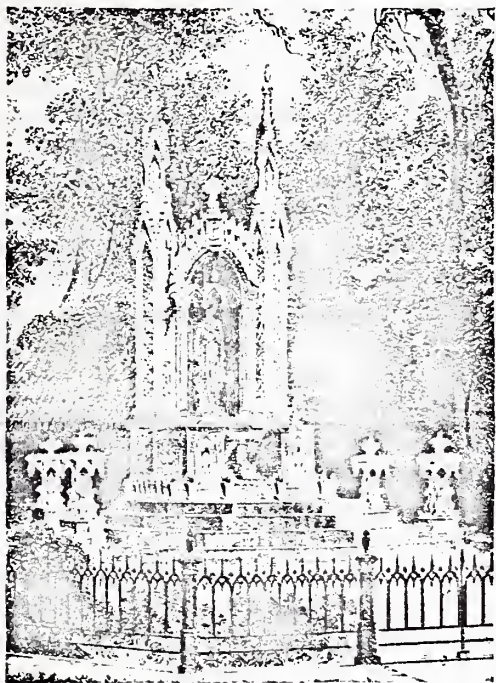
in 1868, she offered to the builder, at the close of the year, street approaches to three or four thousand more lots than were approachable for building at the beginning." At the same time, preparations were made to render these newly-laid-out sections habitable and healthful by means of sewerage and water supply. In 1868, there were fourteen miles of water-pipes added, and sixteen miles of sewers, so that there were then two hundred and twenty-four miles of the former, and one hundred and fifty of the latter. Up to 1871 the great outlet or thoroughfare of Williamsburgh, Bedford Avenue, connecting the two portions of the city as by a convenient artery for the common life in both, had only been carried as far as Fulton Avenue. It was upon the line of the old Cripplebush Road, and on the other side of Fulton came in the old Clove Road from Flatbush. The latter wound its uncertain way about half way between Nostrand and Bedford avenues, south of Fulton. In the year just mentioned (1871), Bedford Avenue was carried south of Fulton, crossing the latter at right angles, and then a little beyond curving slightly to the westward, making an acute angle with Rogers, crossing the boulevard of the Eastern Parkway, thus becoming later the popular and elegant driveway for Williamsburgh and the Bedford neighborhood to the Park. To reach these constantly more attractive sections of the city, a line of horse cars was established, from the Fulton Ferry, which, following the lines of Park and Vanderbilt avenues, skirted the westerly bounds of Prospect Park. In 1870, the Brooklyn City Railroad reduced its fare to five cents, and in the same year accommodated an ever-increasing public by introducing stoves in their cars in cold weather. This was a great improvement, and made a ride of some distance in Brooklyn much preferable to a shorter one in New York. There still the cars remained unprovided with heating apparatus, and the most primitive methods were resorted to to remedy the difficulty and render people comfortable. The floors of the cars were usually strewn with a thick bed of straw, particularly calculated to keep one's feet damp on a wet or slushy day, and most likely to accumulate all the most unsanitary conditions. The comfortable little stove in Brooklyn cars deprived the passengers of only one seat, and yet sufficed to radiate warmth and good nature among the people. Even the longest horse-car route,—that from the City Hall to Harlem, by the Third Avenue Line,—was not provided with what we would now regard as a necessity. This doubtless determined many to live in Brooklyn rather than in New York. The ferries also contributed their share to induce householders to settle in Brooklyn rather than on the longitudinal island of Manhattan, which forced them to live at so great a distance from downtown. In 1870, under the terms of a new lease to the Union Ferry Company, it was provided that passengers should only pay one-cent fare between the hours of five and half-past seven o'clock, both morning and evening.

It will be seen at once that these are the hours when the great armies of the business world go over to New York and return again to their homes in Brooklyn, and certainly it could not add much to the very much lighter burden of rent in the latter city, to have to pay two cents per diem to make one's way across the intervening river. In that same year there were five ferries running, making twelve hundred and fifty crossings every day. All the year round the boats ran night and day on the Fulton and Hamilton Avenue ferries, and in summer they ran all night and day also on the South Ferry. It is indeed a remarkable fact well worthy of the historian's attention that with all this busy ferrying, thousands of crossings, conveying tens of thousands of passengers, there can be recorded but three accidents for thirty years previous to the years we are now discussing, that resulted fatally. One was the case of some one hurt by the willful running of a sloop for some spiteful cause into one of the ferry-boats; a second, that of a woman who was leaning too far outside the boat as it entered the slip. The third was a collision occurring on November 14, 1868. One of the boats was just leaving the slip at New York, when the violence of the tide swung another coming loaded from Brooklyn around in such a manner as to put her beyond the control of the pilot. The two crashed together, the bow of the lighter boat passing high over that of the heavier, and plowing its way through timbers and closely massed crowds. Some twenty people were injured by the collision, only one, a boy, being instantly killed. The hour was half-past seven in the morning, and the rumor of the accident, which grossly exaggerated its proportions, created great consternation among Brooklyn homes, whence had gone forth their usual thousands on the errand of labor. It must be said that a very fine account is given of the spirit actuating the financial management of this Union Ferry Company. It is something so seldom met with in concerns of the kind, partaking so much of the nature of a monopoly, that it is very refreshing to contemplate and should be held up as a rebuke to the present age and an example to posterity. We do not venture in recording it for that useful purpose to depart from the precise description of it by one who doubtless knows more of it from personal acquaintance than any other authority on the affairs of Brooklyn. "The organization of this company contemplates," says Dr. Stiles, "by the voluntary agreement of its lessees and stockholders, that it shall not be conducted with a view to speculation, and that it shall not become an object for speculation to obtain control thereof. It is distinctly provided by the certificate of incorporation that the net profits over and above paying dividends of ten per cent. to stockholders, and the improvement of the ferries, shall be paid over as a free gift to the Brooklyn City Hospital! Under the various leases, neither the lessees, directors, nor stockholders were under any obligation to limit the amount of dividends or profits to

be made or retained; and the provision above named for the payment of the surplus to the hospital was made solely for the purpose of securing a disinterested administration and operation of the ferries for the best interests of the city of Brooklyn and its citizens." How does this compare with the sentiment lately expressed on the trial of a certain concern on the score of being a trust, when it was bluntly stated by one of the chief men in it that he would not touch any business that would not yield him at least sixteen per cent on the money invested? Or with those schemes of stock-watering which ingeniously contrive to make a scandalous profit of, say, 80 per cent. look only like the milder usury of 10 per cent. or 15 per cent.? We really ought to have deferred mentioning this unique illustration of Brooklyn business methods till we came to our chapter on that city's higher life. One does not usually look for evidences of the higher life among business concerns or stock companies; but when shareholders act with such supreme regard for a hospital in particular, and for the interests of their fellow-townsmen in particular, after the honest penny is turned at the rate of only ten per cent., we surely seem to have come upon an exceptional circumstance, where money-getting is as much set aside by the finer motives of existence as in the pursuit of art and literature, or in the founding of libraries, schools, and churches. Before leaving the subject of ferries, we must not forget to mention how nature, for the third time since steam had made ferriage so easy, took the matter of bridging the river into its own hands, and laid a floor of ice across from Manhattan Island to the Brooklyn shore. This was in January, 1867. As the frost came on apace, the ferry-boats began to find it increasingly difficult to get into their slips. At last the jam in these quiet coves was so solid that the boats had to stop at some distance from the landing bridge, and people were fain to climb down and complete the journey upon the floor prepared for them below. But the ice-bridge formed itself over a still more formidable extent of water. All the way from Corlear's Hook to a little distance south of Wall Street Ferry the ice cakes stuck together and were frozen into one immovable mass. For several hours this condition prevailed, and about five thousand people enjoyed the satisfaction,—sixteen years before they could do so at a higher elevation.—of walking over from Brooklyn to New York.

It was not till after the return of peace that serious efforts were made to develop the territory which had been acquired in 1860 into the handsome Park which is now the pride of Brooklyn. By various acts, running from 1861 to 1868, the limits of the Park were gradually extended to what they are now, embracing five hundred and fifty acres. While the war was raging there was not much heart to expend thought or money upon the lands in possession, in order to make them the attractive pleasure-grounds they have since become; indeed, the acquisition was the main object that needed to be pursued from

1861 to 1865, and was not beyond a disputed title until the latter year. The shape and direction were determined largely by the relative values of property in Flatbush and Brooklyn itself. An area of 228 acres, lying in Flatbush, was valued at \$543,000; one of 350 acres in Brooklyn rose to the figure of \$2,710,000. Therefore, as Commissioner Stranahan reasoned, "it was true economy to elongate and narrow the Park toward the city, and to spread it out on the cheaper land on the Flatbush side." It may be interesting to add right here, not to keep wallowing among too many statistics, that



CANDA MONUMENT, GREENWOOD
CEMETERY.

from a report made of the matter in 1880, up to that time there had been expended upon Prospect Park \$3,919,370 for land, and \$5,239,964 for construction, a total of \$9,159,334. These figures, one may be sure, have been swelled to far greater proportions during the years that have since passed. This delectable spot having finally come into the undoubted possession of the city, the processes necessary to enhance the natural charms by a skillful application of human art were diligently applied. From the first, the eminent and beloved Brooklynite, Mr. J. S. T. Stranahan, was at the head of the Commission intrusted with the interesting task. Its composition was frequently

varied, increased in numbers, and then again diminished, but Mr. Stranahan remained its President until 1882. In the laying out of Prospect Park we come across the names of those who had been employed to transform Central Park from a plague-spot into a thing of beauty, Lieutenant (now General) Egbert L. Viele, as engineer, and Messrs. Olmstead and Vaux as landscape architects. They had before them a much more promising field than was afforded by the territory subjected to their skill on Manhattan Island. The most conspicuous difference was the quantity of forest land, beset with ancient and umbrageous trees. These had to be introduced into Central Park *de novo*. While the latter, too, has its bold elevations and undulating intervals, the hills of Prospect are frequent and lofty. There were also many natural ponds of water, which have been utilized

and expanded into lakes by the hand of art. The largest one is very much larger than the chief lake of Central Park, the circuit of the latter measuring two miles, and that of Prospect five miles. The Park, thus beautiful by nature and beautified by art, was ready for public enjoyment in 1871. One needs not descant on the extreme favor wherewith the citizens of Brooklyn regard this veritable treasure. Having been so indisputably made a thing of beauty, they give increasing evidence from year to year by the myriads that flock to it for the various kinds of entertainment, exercise, and enjoyment it affords, that they regard it also as a joy forever. One charm especially does it possess, which perhaps but few of these thousands ever dwell on. It is filled with memories of historic import. As we have indicated, Prospect Hill, Valley Pass, the hills overhanging it, the long stretch of meadow where the Sunday-school children have their picnics, all these were scenes of thrilling episodes in that great battle of Long Island, which brought no success to our arms, but which witnessed a brave handful of men in unequal and prolonged battle with the largest army that Great Britain ever brought into the field in our War for Independence, either before or after it.

The leap forward to prosperity and greatness after the war could not fail to show its effects upon that portion of Brooklyn life which has given it one of its most distinctive titles. Some notable additions were made to the city's churches. Holy Trinity indeed was already upon its site, but in 1869 the symmetry of its noble proportions was secured by the completion of its tower and spire, rising to a height of two hundred and seventy-five feet, so that the finished product of the architect's hand placed upon the streets of Brooklyn an edifice which is not an unworthy or greatly distanced rival of its namesake in New York. In 1860, the Rev. A. N. Littlejohn became rector of the church, only to be called away from it to a place reflecting honor upon the city where he had labored. The district of Long Island had, in 1869, a sufficient number of Episcopal parishes within its bounds to warrant being erected into a diocese by itself, separate from New York. The See of Long Island thus created received as its first Bishop the rector of Brooklyn's Holy Trinity, Dr. Littlejohn. He severed his connection as rector on January 27, 1869, and on March 1, his successor, the Rev. Charles H. Hall, began the duties of that office. Dr. Hall remained rector until his death, in 1895. He entered heartily into the social and intellectual life of the city. His sympathies were broad, overrunning the boundaries of his own denomination, or the mere parish work. His intimacy with Mr. Beecher was very close, and none but he must officiate at his funeral. He was for seven years President of the Associate Members of Brooklyn Institute. He was an accomplished botanist, often lecturing in the Department of Botany of the Institute, and upon his death he bequeathed to it a herbarium and extensive botanical collections. We are forced

to be somewhat disproportionate in our treatment of the denominations who contributed to make Brooklyn still more a city of churches than she was before the war—and that in favor of the Presbyterians. But certainly they contributed three such conspicuous enterprises and remarkable men, as to render Brooklyn more famous as a church center than ever. In 1857 an organization was effected among a number of good, true-blue men, who came to the conclusion expressed in a formal resolution, "that in the Providence of God, the time has now arrived when it is not only desirable, but expedient, that a Presbyterian Church should be organized in the Eleventh Ward." Providence being on their side, there was no reason why they should not thus organize. There was a Park Congregational Church, which was not flourishing, Providence not putting His stamp of approval upon that creed in the Eleventh Ward; so the Presbyterians, whose resolution had committed Him to their service, bought that church on Carlton Avenue, near DeKalb, and made it into the Park Presbyterian Church, thus changing the tweedle-dee into the extremely different and, therefore, vitally necessary, tweedle-dum. Yet the slight alteration in denomination and faith worked well, especially since the Presbyterian modification called the right man. This was done after a year or two, when, in 1860, the Rev. Theodore L. Cuyler became pastor. He carried the impetus of success to an irresistible velocity, so that the Carlton Avenue building would no longer do. In 1862, the congregation moved to the home so familiar to all Brooklyn, on Lafayette Avenue, corner of Oxford Street, where they had put up one of the largest and handsomest churches to be seen in all the city. Dr. Cuyler is a figure known to every one in Brooklyn not only, but famous for his preaching, his personality, and his writings, throughout all Protestant Christendom. His church, too, stands among the very first for membership and influence in his own denomination. Only some ten years ago, not quite perhaps, he retired from the active pastorate of the church he had almost founded, retaining a connection as Emeritus, and thus affording another instance of the many long pastorates witnessed among the Brooklyn churches. A not less remarkable enterprise among Presbyterians was the Classon Avenue Church, and that, too, introduced to Brooklyn life a man whose abilities and character were such that this one city could not hold his fame. The Seventh Ward was farther away from the center of population than the Eleventh, that and the Twentieth and others having been carved out of the original ward thus numbered. In 1866, a meeting in Dr. Cuyler's study decided that another church must be organized east of Washington Avenue. The following March, 1867, after services in a private house had been commenced, lots were bought on the corner of Classon Avenue and Monroe Street. A chapel was finished in June, 1867, and in July the church was organized. In December they called the Rev. Joseph T. Duryea, and in 1868 the cornerstone



Henry Ward Beecher
—H—

of the church building was laid. A novelty at that time was introduced in the placing of the pulpit at the side instead of at the end of the oblong auditorium, and in the arrangement of the pews in semi-circular fashion. Another astonishing innovation, now so common, was the position of the organ back of the pulpit. There was a startling feature added to that which has not been so generally adopted, and is not now continued in this church: the manual and pedals for the organist were placed on the floor directly opposite the pulpit, so that he faced the minister as he played, and the choir standing beside him faced the audience. Again, another unusual circumstance sometimes occurring was the descent of the pastor from the pulpit and drawing heavenly strains from the instrument, as alone the hand of an accomplished master could do. The church met with instant success, and the vast audience-room was filled from Sunday to Sunday. Brooklyn soon discovered that in this preacher lay extraordinary power. He was still young in years, only thirty-five. He had graduated from Princeton College at the head of his class, his percentage for the entire course being 99 and a very large fraction. While pastor in Troy, N. Y., he received no less than thirty calls. He accepted one to the Collegiate Dutch Reformed Church of New York in 1862, but came to the more congenial Brooklyn atmosphere in 1867. After a pastorate of more than twenty years, Dr. Duryea left Brooklyn to become pastor of a Congregational Church in Boston. A few years later he went as pastor to Omaha, Neb., and then came back to Brooklyn broken in health, but yet capable of doing much of his remarkable work in the pulpit, to be the pastor of the Williamsburgh Reformed Church on Bedford Avenue. There he died in May, 1898. Not too high are the words of praise from the pen of a close observer: "He was one of those rare creatures of God in whom are thoroughly blended the genius of endowment with remarkable talent for work. The result of long years of such a combined mental activity was a ripe scholarship, which placed him in the very foremost rank of contemporary thought. . . . In his many-sidedness he possessed not only the faculty of precise, logical thought, but the equally rare gift of clear, beautiful, vitalized statement." But the American public in general is much more familiar with a personality widely different from that of the man just named, whose advent to Brooklyn also occurred during the period now in hand, and whose name and fame became inseparably connected with the city. We mean the Rev. T. DeWitt Talmage. Associated with him is the familiar title of the Brooklyn Tabernacle. The Presbyterian Church thus designated was at first the Central, on Schermerhorn Street, near Nevins, organized in 1834. While still thus known and thus located, in 1869, Dr. Talmage became the pastor. Things at once livened up in the almost defunct society. In 1870 a new church was built, rather out of the ordinary, with a seating capacity, as stated, of 3,000, and



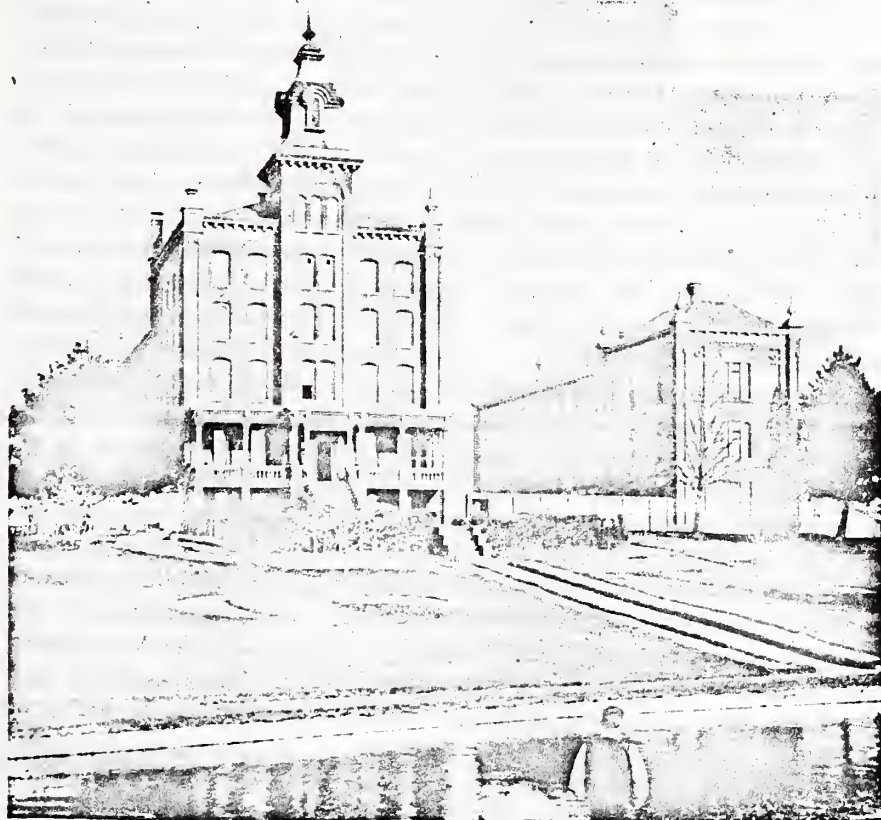
THE ANNUAL BROOKLYN SUNDAY-SCHOOL PARADE.

called, in faithful imitation of Spurgeon's famous house in London, the Tabernacle. Two years later it was destroyed by fire. Thereupon a new Tabernacle, with capacity for 5,000 auditors, was erected on the same spot, and dedicated in 1874. These spacious auditoriums in themselves were a phenomenon for Brooklyn, and unequalled by anything in New York City; but perhaps a greater wonder was that such a vast audience-room was needed to accommodate the crowds that came to hear the preacher there. Not only was Dr. Talmage popular as a preacher; he quite rivaled his neighbor, Beecher, as a lecturer, sought eagerly in every part of the land. The secret of his success lay not in his scholarship; nor was his delivery particularly pleasing, his voice being harsh and unmusical in the extreme. There was neither the profundity or originality of the thought of Beecher, nor the eloquence of expression; but yet the extraordinary popular favor pointed to genius of an undoubted nature. There was vivid imagery, striking statement, peculiarity of manner, perhaps some mannerism of an affected kind. But there was not a dull passage in any of the discourses, and though divines might criticise and decry Talmage's sensationalism; though the press might ridicule and exaggerate peculiarities, foibles, or extravagances, from Sunday to Sunday there was that vast audience both morning and evening to hear and see for themselves what Talmage said or what Talmage did. His career was an extraordinary one, full of episodes as sensational as the subject of them. The Tabernacle of 1874 went the way of the Tabernacle of 1870, and was consumed by fire on Sunday, October 27, 1889. A year or two later the Brooklyn public were enabled to enter another Tabernacle, but now further uptown, on the corner of Clinton and Greene avenues. It was made to seat 6,000 persons, built in a style much more ambitious than the former ones, with its rounded arches and square tower assimilating the Romanesque rather than the Gothic style. Yet there was much that was flimsy and hasty about the finishing touches. Instead of plastered or hard-finished walls, something was fastened to them that seemed quite as inflammable as paper, and, remembering the two previous fires, it was irresistibly impressed upon the writer's mind, when once on a visit to the church while still building, that should another fire happen to this peculiarly fated congregation it would have an easy job getting around the building along this convenient and inviting conductor ornamenting the walls in imitation of stucco-work. The expected did occur again; on Sunday, May 13, 1894, the third of Talmage's Tabernacles was reduced to ashes, the fire breaking out back of the organ scarcely ten minutes after the great audience had been dismissed. Dr. Talmage himself barely escaping from its fatal clutch. When it struck the interior of the auditorium, it leaped almost instantaneously about the entire room. This was the end of the Tabernacle and of Talmage in Brooklyn. The last disaster revealed a strange hollowness and weakness in the

church as a society. There seemed to be nothing left of it; it was a most complete collapse. In spite of the enormous crowds that had still continued to flock to the pastor's sermons, it was impossible to continue the work or rebuild the church now. Dr. Talmage, in 1895, was called to Washington, D. C., as associate pastor of Dr. Sunderland, of the First Presbyterian Church. But since Talmage has departed from Brooklyn, he seems to have gone out of the public mind or eye. It would seem as if that city was a necessary setting to so unique a personality; and now that he has no longer this background the spell and the charm have passed from the people's idol. We do not know how it is in Washington, but so things appear from the point of view of Brooklyn and vicinity.

It was during this period that the Roman Catholics attained to sufficient numbers and strength to contemplate the erection of a worthy monument to their faith. On June 21, 1868, in the presence of a great concourse of people, was laid the cornerstone of a noble cathedral on the block bounded by Lafayette, Vanderbilt, Greene, and Clermont avenues. But a very small part of the impressive pile that will here some day adorn and dignify the city has even to this hour gone up to gratify the sight. But from that little the great whole can to some degree be surmised. The use of a dark granite will give a solid and imposing appearance to the finished structure, rather than that impression of grace and elegance conveyed by the view of the Cathedral in New York. And like that also it is likely to consume many a year in building, under the excellent and honest policy ever addicted to by the Roman Catholic Church of not expending on building enterprises more money than they have secured to pay for them. Men of all faiths or none whose joy awakens when the art of man succeeds in raising a splendid edifice as an eloquent witness in stone to the genius of the constructing mind and the skill of the constructing handicraft, will await with eagerness the time when this cathedral shall stand complete upon the streets of Brooklyn. Another company of devout people deserve to be mentioned as adding to the churches of Brooklyn; those of the ancient faith of Israel. It was not till after the opening of the Civil War that the Jewish citizens here resident undertook to erect houses of worship of their own. In 1856 the first society was organized, and the cornerstone of their synagogue was laid in January, 1862, which was completed in August following. Its site was the corner of State Street and Boerum Place, the cost was \$10,000, and it is known as that of the Congregation "Beth Israel." Yet another congregation was really a little in advance of it in owning and occupying a building. A society branching out or succeeding from the Beth Israel, and calling itself Beth Elohim, bought ready-made the Calvary Protestant Episcopal Church on Pearl Street, between Concord and Nassau, and after some alterations, dedicated and occupied it in March, 1862. Prosperity attending their enter-

prise, which was conducted on lines more liberal than that of Beth Israel, a bold stroke was made in 1870 by the purchase of the Central Presbyterian Church, on Schermerhorn Street, between Powers and Nevins, which Talmage and his congregation were just leaving for their more ambitious Tabernacle. In 1869, there were about a thousand Jewish families in Brooklyn. Still another advance, therefore, was made by them in that year. A society was organized by the name of Temple Israel. They committed themselves unreservedly to the progress of the age, as affecting also Jewish methods of worship.



INEBRIATE HOME, FORT HAMILTON.

The services were to be held in English, only the Psalms to be read in Hebrew. This congregation held services for a while in the old Young Men's Christian Association building on Fulton Street, corner of Gallatin Place. But, wealth accumulating among the members, a very handsome structure, in the basilica style, was erected in the year 1892, on Bedford Avenue, corner of Lafayette.

It would be impossible to write a worthy history of Brooklyn without reference in it to a feature of annual occurrence, which has become so popular as to have passed beyond the merely religious circle

wherein it originated, and to be appropriated as an event of municipal significance and interest. This is the Sunday-school Parade, on some day in May or June, each year. The origin of Sunday-school work in Brooklyn has been duly recounted in an earlier chapter. The idea of a parade of all the schools once a year through the streets, was first carried into effect in 1861. Brooklyn proper was the first to start it, but the annexed eastern districts soon fell in with it, and while the former has its annual parade in May, Williamsburgh schools have theirs in June. It is a great day for the children, and a great day for the whole city. Flags are out from every house possessing one, the streets are gay with the light dresses and flowery adornments of the little ones. Grown people take a holiday and line the route of march in great multitudes, a band precedes each school at the head of which is carried a handsome silk banner embroidered with characters telling its name and date of organization. Usually some point is selected where a large number of the schools pass by in review before some person of distinction. Presidents of the United States and Governors of New York State have not disdained to honor the occasion with their presence. In 1897, in view of the imminent consolidation, the Mayors of the three cities involved occupied the reviewing stand in Prospect Park. In 1882, the public school children also joined in the march, and as many as sixty thousand persons were in line on May 24. In 1893, the parade of Sunday-school children numbered eighteen thousand in thirty-two divisions. It is a sight to stir and melt the heart, and while there may be fluctuations in the numbers taking part, owing to weather or other causes, there are always several thousands on the march from year to year. Brooklyn never grows tired of the event, and each year with new eagerness prepares to make it a success and welcomes the day with unbounded enthusiasm. It is something quite *sui generis* for the city, and Beecher, with his characteristic happiness of hitting a thing off in word or sentiment, was accustomed to call it "Saint Children's Day."

We can not leave the subject of church life in Brooklyn without emphasizing a circumstance which the facts belonging to this period and already related in this chapter bring to our notice. This is that in Brooklyn were and are yet found the most prominent churches and men in several denominations extending over the entire Union. This is true of the Episcopal communion. If it be not quite so patent in regard to their churches, there can be no dispute as to their men. In former times one of the Onderdonks was a rector in Brooklyn, and was raised to the dignity of Bishop, and other such instances have already been cited. In later years these instances have continued to multiply. Rev. Dr. Abram N. Littlejohn, as we saw, Rector of Holy Trinity, was made the first Bishop of Long Island; Dr. George F. Seymour, once Rector of old St. John's, became Bishop of Western

Illinois; Dr. William A. Leonard, Rector of the Church of the Redeemer, was elected Bishop of Ohio; Dr. Channcey B. Brewster, once Rector of Grace Church on the Heights, was later made Bishop Co-adjutor of Connecticut. Again, in the Roman Catholic Church, there have been bishops who once were priests in Brooklyn parishes. Father Bacon, of the Church of the Assumption, and founder of St. Mary Star of the Sea, became Bishop of Portland, Me. It is well known too that Cardinal and Archbishop John McCloskey was a Brooklyn boy, and used to play on the hillsides of Fort Greene Park, where his father's dairy farm was located. The present Bishop of Brooklyn, Charles E. McDonnell, was born and educated in the city whose Roman Catholic Church he now rules. As we mention the Congregational denomination, at once there spring to mind the Pilgrim and Plymouth churches, with their famous pastors, Dr. Richard S. Storrs and Henry Ward Beecher. For scholarship and finish of oratory, no one will dispute the palm of the Congregational ministry to Dr. Storrs, and his church, too, is, without question, and has been for half a century, in the very forefront of its denomination. Plymouth Church, too, has a record of financial strength and benevolent work, which is only overshadowed by the unique fame of its pastor, by the side of whom all other facts and figures about it, however remarkable in themselves, fall away into neglect. In 1853, the sum contributed for the year then ending was reported to be \$11,157. In 1863 the amount was \$23,396; in 1873, it was \$59,114, and, in 1875, under the stress of the peculiar and unhappy episode to be mentioned shortly, when the people rallied around their pastor with especial fervor and loyalty, the total amount of money raised was no less than \$68,997. A method of raising funds was instituted here which was quite original, and was called forth by the extraordinary popularity of the pastor. It was not deemed proper to affix to pews the prices men of wealth were willing to pay for them. Hence, there was a fixed schedule, and then the privilege of choice of this or that pew was auctioned off to the highest bidder. In this way great sums were realized; the highest figure paid as a premium at any time was \$800 for the choice of a pew renting for \$110 per annum, so that the person holding it paid \$910 as his contribution to the church. The salary of Mr. Beecher was for many years \$20,000 per annum. At the time of the trial, to be soon noted, it was raised for that one year to the amazing sum of \$100,000. The former sum far exceeded the salary paid to any other pastor of a Protestant church on this side the Atlantic. A man of note, also, in the Congregational Church was the Rev. Dr. W. Ives Badington, a pastor in Brooklyn.

The Methodist denomination found for its Dickinson College at Carlisle, Pa., a president in Rev. Dr. George E. Reed, the pastor of one of its churches in Brooklyn. Congressman Hyatt, whose prominence in a Baptist pulpit in Brooklyn led to the unusual event of his

running as a candidate for the House of Representatives, and his election thereto; Rev. Justin D. Fulton, strenuous and conscientious in his antagonism to the Church of Rome, and the mercurial but eloquent Gallagher, were among the chief men of the Baptist denomination. But it is especially the Presbyterians whose eyes were turned with interest and admiration to the success and pre-eminence of the churches representing that communion in Brooklyn. Lafayette Avenue was certainly for many years the strongest society in the denomination. Its membership exceeded that of any other church in number, with the single exception of another Brooklyn church, Talmage's Tabernacle, which reported 3,100. But the subsequent collapse, and the long-time notorious fact that but small returns came from these alleged thousands for the general missionary or other denominational operations of the Presbyterian body, made one doubt whether the tally was kept quite rigidly, and whether a good many might not have been among the "missing" if it had come to a strict count, such as would have fully vindicated the two thousand or more reported by Lafayette, every "man" of whom did his duty and made a church of spiritual and financial power unequalled in the denomination. None the less did the Tabernacle deserve distinction as a church gathering together the largest audiences of any in the denomination, and as having by far the most famous and popular Presbyterian minister as its pastor. In other lines, Cuyler, of Lafayette, enjoyed a foremost position in that church, and was known and sought as a writer and speaker far and wide throughout the land. His present successor, Dr. Gregg, enjoys an enviable prominence also as a preacher, but it can not be expected that he has yet equaled the standing acquired by a lifelong pastorate such as Dr. Cuyler's.

We have dwelt hitherto only on the prominence of the churches and the men connected with them, in their relative denominational position. Taking a little wider view and we behold Brooklyn standing out perfectly unique and alone in the history of pulpit eloquence and the power of drawing the multitudes to church. In earlier days, the most eloquent pulpit orator of his time was Dr. Bethune, of the Reformed Church on the Heights, in Pierrepont Street. Crowds came to the Academy of Music in the days that Dr. Storrs was awaiting the rebuilding of his church after a fire. Then and there he laid aside a method of preaching he had always followed before, and became a master in extempore delivery, so that sentences flowed from his richly-stored mind in the perfect shape and the final polish that only writing usually can secure. The, for that time, extraordinarily large auditorium of the Classon Avenue Church, seating its seventeen or eighteen hundred, was always more than filled to hear Dr. Duryea. For him the gift of unprepared speech was one of nature's rich bestowal, and was his from the beginning of his ministry. At any moment, with any one, in the precious tête-à-têtes which many of

his friends remember, in the larger circles of ministerial associations, as well as in the presence of the largest and most cultured audience, that wonderful brain would pour out its clear and clean-cut thoughts in choicest and aptest language. In three minutes or in thirty, any topic, however profound or practical, would be made by his marvelous power of stating and systematizing his ideas, to stand out satisfactorily before the listening mind, and the impression of the beauty would inevitably accompany that of the truth of the thoughts conveyed. No wonder thousands hung upon the eloquence which the fervor of pulpit ministrations naturally imparted, and which a vigorous manner and ringing voice greatly enhanced. But nothing, of course, in the history of pulpit efforts or effects can equal the phenomenon presented by Brooklyn when Beecher and Talmage both held forth here. The ferries on Sundays presented a scene the reverse of week days: then the crowds came Brooklynward. Plymouth Church was near Fulton Ferry, though up a steep hill, and most people, after crossing, would walk to the church. Hours before service the streets were often thronged, and passage through Orange Street past the entrance was impossible until the doors had been opened. From all parts of the world men, visiting New York, must go over to Brooklyn on Sundays to hear the marvel there to be enjoyed. It was the regular thing for Presidents and princes to make their way to the east side of the river, nothing in New York itself equaling the attraction of that pulpit speaker. It must be said that in a few years Talmage divided with Beecher this great honor. Men must hear him as well as the older preacher, if ever they came anywhere near them, and hundreds of New York people regularly crossed over for the Tabernacle as for Plymouth. Was there ever another city where there would be heard proceeding from car conductors or drivers the cry that their cars would conduct the eagerly inquiring and pushing crowds to this or that preacher? Yet it was a common thing in the streets of Brooklyn, or at the ferries, to hear these men call out: "This way for Beecher"; "this car for Talmage!"

And now, before we can dismiss the subject of church life in Brooklyn for this period, we are compelled to record an event of unhappy import, casting clouds of darkness and threatened humiliation about one of these men who made Brooklyn famous. None who were alive at that time, and old enough to be observers of men and events, will ever forget the celebrated Beecher trial of the year 1875. We do not intend to soil these pages with a recital of the particular charges, or of the persons who brought this calamity upon Mr. Beecher and upon the American public. The trial lingered along from January 11, to July 2, 1875, and, upon each side was engaged the finest legal talent in the land, upon that of Mr. Beecher appearing such men as Benjamin F. Tracy and William M. Evarts. After all the testimony and pleas, and the charge of the Judge, the jury were eight days in deliberating.

At the first ballot nine were for acquittal and three for conviction, but two changed to acquittal, and the third wavered for a while, and then settled down into the determination to convict. Hence, there had to be reported a disagreement of the jury, the only satisfaction the enemies of Mr. Beecher could gather out of the case. It was a pity they had even that, for it warranted them to a faint degree in their contention of guilt, and it confirmed the same opinion in those who wished to think him guilty. And there were many who cherished that wish—libertines, who knew themselves black with the sin charged, who were glad to point to a shining example to excuse their own fault; men who did not have the grace to slink away, like those Jewish offenders of old, when challenged by Christ to cast the first stone if guiltless of the crime they charged upon another, but eagerly casting those stones just because they were guilty. Then there were the vast scores of resentment to be paid for the brave utterances that



YACHTS LAID UP AT ERIE BASIN—VIEW ON THE PIER.

fell from the mouth of the Plymouth pastor before and during the war. Many a pusillanimous conscience was riddled through and through by the shots aimed at moral cowardice and the compromise with wrong and cruelty for the money there was in it. If it was hardly safe for Mr. Beecher to walk the streets in those days, for fear of the murderous enmity his words then excited, we may well believe the conscience-stricken cowards took it out in abuse and denunciation when this trial was upon their lion-hearted accuser, and with deep satisfaction hugged to themselves the belief of his impossible guilt. The most damaging testimony against Mr. Beecher was that regarding the sums of money extorted from him. It was alleged that this was hush-money. The Judge, in his charge, did not hesitate to declare it was nothing of the sort. The conspirators played upon Mr. Beecher's unbounded generosity in money matters, and his tenderness of heart. A man like that could be bled to any extent. Let there be the suggestion of need on the part of the family whose name was chiefly involved in the proceedings, and he would give to the utmost

of his ability. Let there be coupled with that the hint or the threat of what they might do, and did do finally, and for the sake of the innocent creature whose name would have to be bandied about in the process, and for whom her own abandoned husband had no pity, he would almost compromise himself to shield her from such fate. And these very contributions of money, shamelessly extracted, and finally ceasing, would change the disappointed greed into a fierce and unscrupulous rage, sticking at nothing to ruin the man whose eyes were opening to the enormity of the wickedness that was perpetrating against him. No fair-minded and pure-hearted person can read the testimony—can read that culminating climax of it, when pointed questions were directly put, and the unvarnished accusation was utterly and unequivocally denied,—and doubt for a moment, or remain patient under the further discussion of it, that Mr. Beecher was altogether innocent. It might be possible for a man to fall in a moment of weakness as it was charged Mr. Beecher had fallen, and still be a good man and a Christian. To have fallen and then take the stand he did, and make the denials he made at the trial, he must have been a monster of irredeemable wickedness, a consummate scoundrel hardened in vice, without a conscience and without a God. This theory is one that no sensible man can adopt. It was only prejudice that could obscure the logic of the situation: prejudice of the kind above noted; prejudice of professional jealousy and rivalry; and, finally, that hatred of hide-bound orthodoxy toward the wider and more reasonable presentation of the faith, which has always bidden it cover with calumny the heretic, to convince an otherwise unwilling world that looseness of doctrine is inevitably identified with looseness of life. People who were able to rise above these prejudices had no difficulty in reading the perfect innocence of the accused preacher then. And the calmness of vision produced by a growing distance from the event has dissipated many a doubt which then still lingered. It was a sad dispensation and mysterious Providence that so awful an ordeal was put upon so conspicuously useful a servant of God. But the very height of the pinnacle of glory which he was permitted to attain may have been dangerous to his Christian character, and out of the fiery trial a clearer inward light and peace and strength must have grown. Certain it is, and convincing it is, that while others as much in the public eye, and sharing with him a remarkable popularity, have left not a trace of the work they did behind them, and though still living, their labors have already gone up in smoke,—Plymouth Church continues in the spirit of him who made it what it was, the champion of a reasonable faith, the vigorous administrator of missions planted by their never-to-be-forgotten pastor, an abiding force in the religious life of the city.

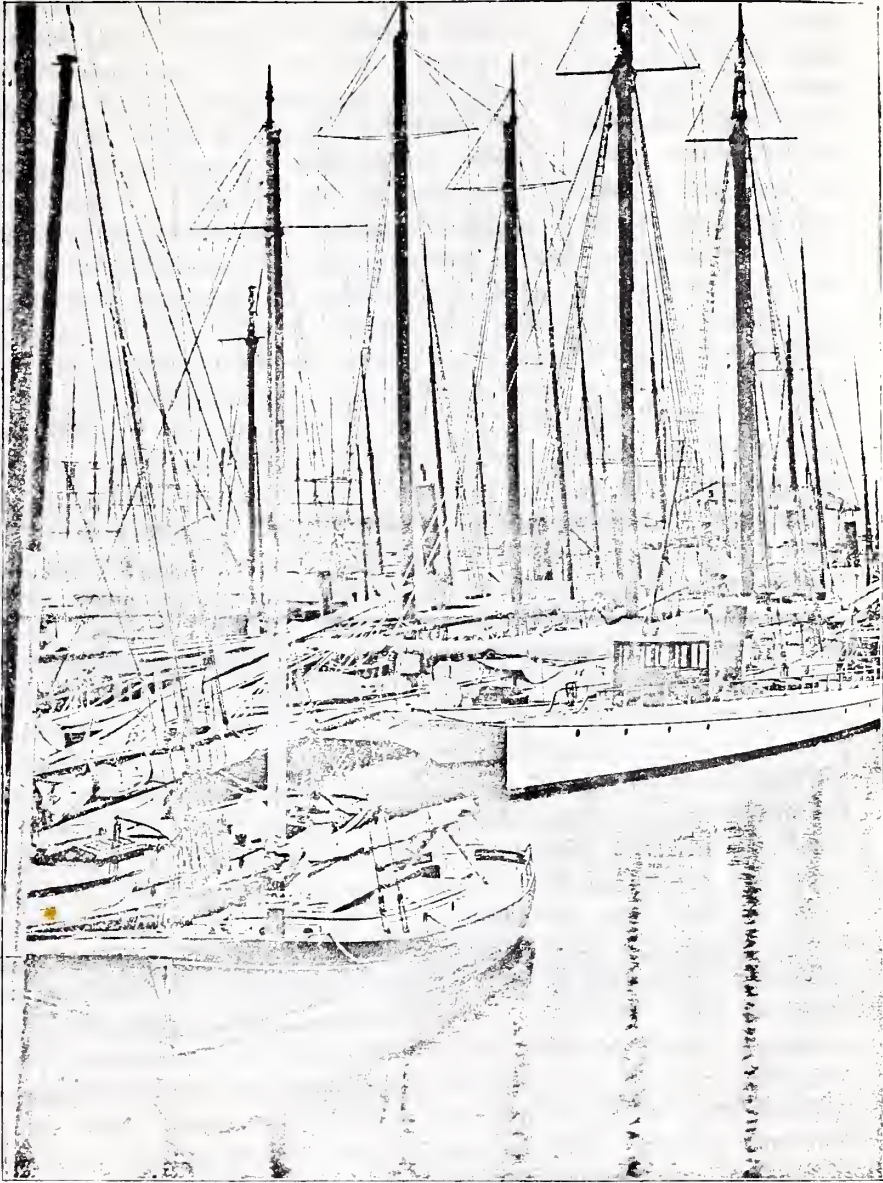
A few events remain to be noted illustrating the social life of Brooklyn, showing its commercial progress, and relating to municipal

affairs during this period. Of the societies promoting sociability, and casting back loving remembrances toward the days of old, the New England Society, organized in 1846, and the St. Nicholas Society, branching off from the New York one two years later, were constantly adding to their numbers, and deepening the historic impressions from year to year by elaborate banquets and eloquent speeches. On benevolent lines work was taken up by a branch society of the one in New York for the Prevention of Cruelty to Animals. At a public meeting, called at the Academy of Music in April, 1867, Brooklyn citizens resolved that the time had come to follow the good example of the sister city in this respect, and the organization of the society was resolved upon. In 1866 was organized the Brooklyn Liberal Christian Union. Its purpose was to unite all Christian denominations in the work of mutual improvement and practical benevolence. It established its headquarters at first in the Hamilton Buildings, on the corner of Court and Joralemon streets, where a free reading-room was provided, and also opportunities for innocent and wholesome amusements. In 1870 it had so expanded its work and increased by the favor of the public that it transferred its quarters to a house on Fulton Street, opposite Ehu Place, where three stories were utilized for its various departments. Another benevolent organization effected about this time was the Kings County Inebriates' Home, incorporated by the Legislature in May, 1867. It was a movement undertaken by those who were convinced that some other methods were needed to reclaim the drunkard than the harsh one of the penal code, or the sentimental one of the temperance societies. The facts that proved the failure of these methods, and the argument for a new and scientific plan convinced the Legislature of the practicalness of the movement, and, by its act, twelve per cent. of the excise tax, and all the fines paid in the county for infraction of the liquor laws, were directed to be devoted to its enterprise. At once a place for the experiment was secured at the corner of Bushwick Avenue and Chestnut Street, which was opened for the reception of patients or subjects on October 10, 1867. Meantime a block had been purchased on Fourth Avenue, bounded by Fifty-fourth and Fifty-fifth streets, and Fifth Avenue, upon which it was proposed to erect a suitable building. During the first two years two hundred and sixty-one persons were treated, of which one hundred and sixty were men, and the remainder women, some paying board, but the most of them receiving the benefits of the institution free of cost. A sum of two hundred thousand dollars was ready to be used for a proper asylum on the site purchased, but ere it was erected it was deemed better to remove it to a more delectable situation. Hence, a large piece of ground, covering twenty-six acres, was bought near Fort Hamilton, upon the Narrows, or Bayside Road. Here the asylum was finally erected. We find as its president that name ever foremost in good work, James S. T. Strana-

han. The Young Men's Christian Association of Brooklyn, organized in 1853, and at first fain to accommodate itself with a suite of rooms in the Washington Building, corner of Court and Joralemon streets, and afterward using the Brooklyn Institute Building, moved to its own building on the corner of Fulton Street and Gallatin Place in August, 1865. It will be remembered that in 1886 the Association was enabled to migrate to still more desirable quarters at 502 Fulton Street, spreading out in the rear to generous frontages on the two nearest side streets. Brick and terra cotta render the appearance exceedingly pleasing. This notable change was made possible by the generosity of Mr. Frederick Marquand, who gave \$200,000 for the purchase of land and the erection of buildings, and left besides an endowment fund of \$150,000. In 1866, Brooklyn was visited by the Asiatic cholera, the scourge lasting from July 8 to October 1, and eight hundred and sixteen persons were attacked by it. The number of deaths was five hundred and seventy-three. The Twelfth Ward was the heaviest sufferer, and a hospital was opened there at the corner of Hamilton Avenue and Van Brunt Street. With this calamity of their own in mind, the people of Brooklyn were prepared to hasten to the assistance of a sister city when that was visited by the scourge of fire five years later. On October 10, 1871, the day after the Chicago fire began to rage, and while its ravages were still in fierce progress, Brooklyn sent \$100,000 to the relief of the distressed and ruined people. It was the first donation that winged its way westward from an eastern city.

The war seems to have made little difference in the advancement of Brooklyn's commerce and industry. Even in 1864, a reliable newspaper account reads as follows: "Though Brooklyn has had to bear its full share of the responsibilities and burdens of the war, its natural advantages and the enterprise of its people, have proved equal to any exigency, and the course of our city has been as prosperous and as progressive as in more auspicious times. The large manufacturing interests of our city are all highly prosperous, and are employed to their fullest capacity." On October 13, 1866, the dry docks of the Erie Basin were completed, and the event duly celebrated. It is said that they are the largest in the United States, the one at Newport News being a duplicate of the largest of the compartments. The Erie Basin is the Atlantic Basin of an earlier date on a larger scale, covering one hundred acres. And by the side of it has been constructed the Brooklyn Basin, on as generous a scale, but on a somewhat different plan. An interesting feature of the Erie Basin is the annual gathering here during the winter season of hundreds of canal boats, sometimes as many as eight hundred lying at their moorings. The families owning them remain in them during these months, forming a colony of from two to three thousand persons, a good-sized village. During the same season the basin affords shelter for hundreds of

pleasure yachts, and many a famous racer or graceful and well-known steam-yacht lies here at quiet rest, dismantled of its glories. But whether in summer or in winter, the craft engaged in the com-



YACHTS IN WINTER QUARTERS AT ERIE BASIN.

merce of the world crowd the docks and piers, or lie anchored in mid-basin, rearing to the distant view a veritable forest of masts. In April, 1866, an act was passed by the Legislature creating the Gowanus Canal Improvement Commission, which literally did improve

on the work of an earlier date. The old historic creek, with its superfluity of marsh lands, was converted into a very serviceable piece of water, such as the old denizens of Gowanus would have been delighted to see, it being made into a regular Dutch canal, one hundred feet in width, twelve feet deep at low water, and sixteen at high tide. The main canal is about a mile in length, and reaches into the city as far as Baltic Street, and it has no less than five branches, with a length in the aggregate of two-thirds of a mile in addition, the width being the same for all. Again in May, 1867, the Legislature appointed a commission to do a similar work for the Wallabout region. Here the half submerged lands were dug away to form a more permanent and useful shore and a basin about fifteen feet deep at low tide; three piers and seven lines of wharves gave fine opportunities for loading and unloading vessels. There is besides the Kent Avenue, or Wallabout, Canal, reaching from the bridge at Clymer Street nearly to Hewes Street, a distance of thirteen hundred feet, so that this whole system, basin, canal, and all, presents a wharfage of seventy-five hundred feet, or nearly a mile and a half of water-front. Along these canals, both in the Gowanus and the Wallabout sections, great lumber and coal yards have sprung up. The lumber yards of Cross, Austin & Co. are said to be the largest in the United States. Flouring, plaster, and other mills contribute to make a busy hum of industry, and brick and stone yards add to the bustle and stir continually present. Still in the spirit of their Dutch progenitors, Brooklyn's citizens seized upon the possibilities for docking and wharfage on Newtown Creek. Nearly the entire length of the right bank, or Brooklyn side, from the foot of Clay to Mill streets, Greenpoint, a distance of two and three-quarter miles, was provided with substantial wharves, at which may be seen lying enormous sailing vessels, full-rigged ships, with three and four masts, barks, brigs, all sea-going craft, for whose access there is ample depth of channel. And there are also two canals here to eke out the shore-line, the Newtown Canal, half a mile long, in a straight line, and another, with several turns, of more than a mile, reaching into the heart of the Eighteenth Ward, at Randolph Street. Brooklyn could now also boast of direct lines of steamers to Europe. In July, 1872, the first line of such steamers, with their docks and piers at Martin's Stores, sailed regularly between Havre and Brooklyn. In May of 1873, the State Line began its career, plying between Brooklyn and Belfast and Glasgow. Later the Holland-Americau Line, during the first years of its very successful service, had its pier on the Brooklyn side, between Wall and Fulton ferries, while to-day, the Wilson Line, running to London, has its landing-place just south of Montague Street, and adjoining the Wall Street Ferry slip.

When the war was about a year old, Brooklyn received a new charter. This was dated March 27, 1862, and was the first modifica-

tion the city government had received since the consolidation of 1854. In May, 1873, another charter was granted, the terms of which were that the Mayor, Auditor, and Controller should be elective offices; and there should be one Alderman from each Ward. The Mayor and Aldermen were to appoint the heads of departments, which were distributed as follows: Finance, Audit, Treasury, Collection, Arrears, Law, Assessment, Police and Excise (consolidated by this charter), Health, Fire and Buildings, City Works, Parks, Public Instruction, or thirteen in all. In 1869 a paid Fire Department was substituted for the volunteer system, as had been done in New York about three years before. Its first report in 1870 showed that there were only thirteen engines and six trucks in proper condition for use. It requested \$290,000 for its conduct during the ensuing year. In this same year (1870), Brooklyn was released from the Metropolitan Police scheme, and given a separate department, under a commission consisting of the Mayor, *ex officio*, and two other members, each of whom to receive a salary of \$3,000 per annum. On January 1, 1868, ex-Mayor Kalbfleisch again assumed the chief magistracy of the city, whose affairs he had administered several years before, and two years later he was re-elected again, serving continuously to the end of 1871. But what advantage was a good Mayor to the city, when under the baneful influence of Tweed rule, there was a gradual withdrawal of power from local authorities to the conveniently manipulated body at Albany. In 1869, Dr. Stiles writes of the change from home rule to legislative control: "For ten or twelve years previous, city affairs had been gradually getting into a chaotic condition. Formerly the City Hall authorities were substantially a local legislature. The Mayor and Board of Aldermen were in fact, as well as in name and appearance, the city government, subject only to the restrictions of the State Constitution, and of a city charter, far less strict in its limitations than it is to-day [*i.e.*, 1869], and were clad with full authority over every branch of local public affairs. But with the introduction, first of metropolitan commissions, and subsequently of local commissions, the structure of our local government became gradually changed, and its powers restricted, until matters were almost at a deadlock in city affairs."

CHAPTER XI.

THE "BROOKLYN IDEA" IN CITY GOVERNMENT.



THE first taste of "Rapid Transit" that Brooklyn received was one that gave it the sound of it, at least, if not the reality. In 1877 the Long Island Railroad Company established a service of short trains of two light cars each, drawn by a small engine. These were started at the interval of twenty minutes from the terminal at Flatbush Avenue, and stopped at open platforms placed at the crossings of several prominent streets with Atlantic Avenue. Sometimes two blocks intervened, sometimes less, according to the length of the block or the populousness of the section. The last station was at the furthest extremity of East New York as then settled, which was only a block or two beyond Schenck Avenue. Later the run was extended to Woodhaven, and still more recently the Rapid Transit trains have gone as far as Jamaica. The date on which this service began was August 13. It was actually a more rapid transit than had hitherto been furnished to the dwellers in East New York and New Brooklyn. Before one could get down town or to New York only by the deliberate progress of the horse cars on Fulton Avenue or Broadway. Fully an hour was consumed in reaching Fulton Ferry from Alabama Avenue, and those not very near the latter had to add the time taken in walking to reach the cars. The Rapid Transits could be taken at several stations on Atlantic Avenue before reaching Alabama Avenue or the "Howard House." In twenty minutes, because of the frequent stops, Flatbush Avenue was reached, and thence another fifteen or twenty, via the Atlantic Avenue or Flatbush Avenue horse cars, would bring the traveler to the City Hall or Fulton Ferry. But then it had cost him double the sum that the longer tour would have cost him, and twenty cents a day was a serious obstacle in the way of using the Rapid Transit to many wage-earners. It was, therefore, an awkward and only partially effective attempt to meet the pressing necessities of a growing population. It was the best the railroad could do restricted as it was to only a portion of Atlantic Avenue, and with a terminal that left its passengers stranded half-way from everywhere. The need of real Rapid Transit was rather accentuated than satisfied, and the problem was being diligently considered; not to be solved, however, for nearly a complete decade after 1877.

Meanwhile the horse car was multiplying itself in various directions. In New York the longitudinal extension of the island determined without any need of studious invention what the car routes should be. Brooklyn was much more complicated in its conformation and the distribution of its inhabitants. There were the great thoroughfares leading out to the suburbs or the remoter parts of the city: Fulton Avenue, Myrtle Avenue, Flatbush Avenue, Court Street, and a few such. Horse cars were therefore running earliest on these. Again out from Williamsburgh there led the principal street, Broadway, meeting Fulton Avenue at East New York. But the great



BROOKLYN STORAGE HOUSE.

On Site of Talmage's Tabernacle.

triangular space between these two approaching thoroughfares needed to be provided with traveling facilities, and so from Fulton Avenue branched off successively lines of cars along De Kalb, Greene, and Putnam avenues. There was another system to be established, however, making travel easy between the expanding Williamsburgh that once was, and the spreading population of the older Brooklyn, as it went over into the farms and fields that had once been

Bedford. So Broadway sent out its branches toward Fulton at its greatest distance (Nostrand Avenue), until the two came nearer together, the last cross-avenue to be utilized being Ralph Avenue. In the interim, Tompkins (begun in 1876) and Sumner avenues, and later Reid Avenue, received their lines of cars, plodding their slow but sure way, until one or two of them made a dead stop at Fulton Avenue. Nostrand Avenue cars went on to Flatbush, and along Franklin Avenue ran a line which had not only tapped Broadway ferries, but had drawn its traffic from Grand Street, carrying it all the way to Flatbush and Prospect Park. But as yet there was South Brooklyn to be

reached. The Atlantic Avenue and South Ferry system took care of that, sending cars along Fifth Avenue, and (in 1882) along Seventh. Third Avenue cars branched off from Fulton and Flatbush, proceeding to Gowanus almost along the route followed by the Labadist tourists in 1679; while, as we saw, Fulton Ferry had thrown out one artery of travel by way of Park and Vanderbilt avenues to Prospect Park, skirting the latter along Ninth Avenue. An interesting and useful innovation in ferry-service was the running of boats from the Pennsylvania Railroad depot and ferry slips in Jersey City direct to Brooklyn at Fulton Ferry. This was initiated ten days after the Rapid Transit trains began running, or on August 23, 1877. It was a great accommodation to the people of Brooklyn who wished to travel in the direction of Philadelphia and the West. None the less did it prove a benefit to the business life of Brooklyn. When the great emporiums now so famous first began to attract attention, many people from Jersey City and vicinity came direct to Brooklyn to avail themselves of the advantages offered by these enterprising stores. For a while Pennsylvania was followed by the Erie Railway people, and steamers of a different caliber from regular ferryboats ran from the other side of the Fulton slips to the New Jersey Central and Erie Depots. But these have been abandoned long ago, while the Pennsylvania "Annex" is still flourishing. One more attraction was made to mark the city's streets about this time. On December 14, 1878, Loeser, the celebrated merchant, introduced electric lights at his store on Fulton Street, corner of Tillary. It was a nine days' wonder for Brooklyn, but such an example was worth following, and electric lamps ere long illuminated the streets of the city, those in "darkest Brooklyn" being judiciously chosen for the display of this powerful revealer of such doings of men as are apt to be encouraged by the cover of the night.

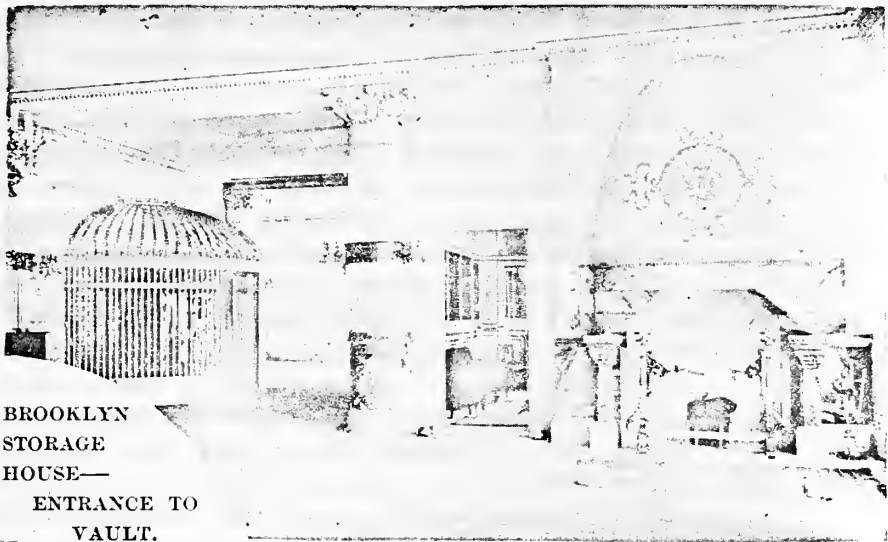
Supplementing the good work bound to be done by the vigorous churches whose origin and success we noticed in the preceding chapter, there came to Brooklyn in the autumn and winter of 1875-76 the powerful stimulus of Moody and Sankey's revival meetings. We have mentioned their work in New York City in our previous volume (p. 476), and there stated that their labors in America, after their remarkable tour of Great Britain, were begun in Brooklyn. Doubtless the city of churches was looked upon as a hopeful field, for it was Moody's purpose as much to awaken the enthusiasm and energy of apathetic church-members as to bring to conversion the outcast and the vicious. The fame and the success the two men had achieved in Scotland and England was far beyond anything they had experienced in their own country, their efforts not having extended very far outside of the Western field. But now all America was on the *qui vive* for their return. They did not immediately address themselves to evangelistic meetings after their arrival, as doubtless they needed

rest and recuperation from the strain of the summer. Soon it was announced that they would begin with Brooklyn, and inaugurate a series of services on October 24, 1875. The rage for being aroused by Moody's preaching and Sankey's singing became so contagious that it was evident no church in the city could hold the multitudes. Naturally the rage of the Church-people exceeded that of the sinners, although one would think that they were not so greatly wanted in the meetings, and might be crowding out those in much more desperate need. It was no longer a question of hearing the Gospel preached; it must be preached by Mr. Moody, or it was no good. It was no longer a question of being converted; men were bound to be converted by what Moody said or Sankey sang, and that predetermination was, of course, of great assistance to the actual event when once one came within the sound of either. Besides, when a thousand stood up to make an irrevocable and necessarily hasty and ill-considered pledge or declaration or committal, it was almost physically or psychically impossible not to rise with them. Hence the meetings were a great success, and the waves of enthusiasm kept stirring up the quiet and decorous church life of the city for several months, quite till the end of the winter months in 1876, when the season not so favorable for revivals came upon the city, and the church-people's absence in country refuges left the churches as deserted as ever. The historic movement began on October 24, as we said, and lasted till about the middle of November. From night to night the crowds assembled in the Clermont Avenue Rink. This immense structure had been put up in the days of the roller-skate fad, and had been built strictly for the purpose of providing as much floor-space as possible. It was, therefore, nothing but a vast, smooth floor, subtended by an arching roof, supported by a lacework of iron girders. A large semi-circular dais was constructed at one end of the Rink, raising its platform a few feet above the floor. Chairs were arranged in straight lines, divided by a center and one or two side-aisles, to facilitate the movement of the vast throngs. Along the side walls there was arranged a sort of low gallery, with its railing not much more than on a level with the heads of the audience below when they stood up. In the rear whatever space there was left was occupied by auditors who were fain to stand during the exercises. In this way some five or six thousand persons could be crowded inside the building within sound of the evangelist's voice. For nearly four weeks, night after night, these thousands filled every available corner of the Rink, and listened unweariedly to the harangues and anecdotes of Mr. Moody, and the somewhat forced, but very melting pathos of Mr. Sankey's songs, sometimes called hymns. It was an inspiring spectacle to the many clergymen who filled up the dais back of Moody's desk and Sankey's organ, and who occasionally assisted in the services, always with a sense, however, that they were merely tolerated, and must get

through as quickly as possible, so as to get Moody to the front again. The signs of impatience, indeed, with their ministrations, which only kept the hungry auditors from the delights they came to enjoy, were so marked as to be unmannerly and exceedingly humiliating to the discredited and discounted clerical gentlemen. Yet, after the chief promoters of the excitement were gone its afterclap kept reverberating through the churches of Brooklyn, and kept the clergy more than usually busy with extra meetings, until longer days and warmer weather brought matters again to their normal condition. In this city, as in New York, the labors of the evangelists were warmly welcomed even by men radically at variance with their methods and their doctrines. A distinguished preacher "representing the extreme wing of the liberal school,"—probably the Rev. John W. Chadwick, therefore—declared in a sermon that if Moody and Sankey could reach the masses of the people "they would perform a work for which all lovers of mankind would be grateful."

The year 1876 is memorable for a calamity, the sad and mournful effects of which one would continually meet with in various homes in different parts of the city for long years afterward. This was the burning of the Brooklyn Theater on the night of December 5. Five years before, the old St. John's Protestant Episcopal Church, on the corner of Washington and Johnson streets, had been replaced by what was then the handsomest theater in Brooklyn. It was opened to the public on October 2, 1871, and the first performance was the drama entitled "Money," the admirable character comedy by Lord Lytton. On the night of the disaster the play in progress was that of "The Two Orphans," whereby Miss Kate Claxton made her great reputation. There were over a thousand persons in the audience, nearly one-half of whom were seated in the upper gallery. The curtain had risen on the last act, when it became apparent to the actors that the theater was on fire, and, in fact, that the stage itself was already enveloped in flames, making their own position the most perilous. Yet they manifested a splendid and self-devoted heroism. "Miss Claxton had already heard it whispered behind the scenes," says a contemporary account, "that the theater was on fire, but even though she could see the flames directly over her, with rare presence of mind and courage, she went on with the performance of her part, as did her companions, not one of them betraying by look or word the agitation felt by all." But nothing availed when the audience caught sight of the danger. The actors besought them to go out quietly, and those in the lower part of the building observed the caution and escaped, as did all the actors also, but two who foolishly lingered too long to save some of their wardrobe. But the less intelligent and therefore more excitable throngs in the upper gallery made a mad rush for the stairs, and here prepared for themselves a holocaust. There would have been ample time for all to pass out before the flames reached this

portion of the theater, but the living mass of struggling men and women became immovably jammed in the passageways and on the staircase. One account tells that the police closed the doors prematurely, thinking that all persons had left. But this seems incredible, as the cries and yells of the terrified multitude must have rent the air till they were all engulfed in flame or choked with the smoke. Two hundred and ninety-five persons perished, of whom one hundred could not be identified, and were buried in a common grave four days later at Greenwood. It was, perhaps, the greatest calamity in the history of theaters up to that time, for a greater loss of life occurred in a theater in Europe a few years later. It had its good consequences, however, as rigid laws were enacted and enforced, providing a large number of easily accessible and clearly indicated points of egress in



all halls of public amusement or entertainment. In 1879 the Brooklyn Theater, rebuilt on a still more elegant scale, on the same site, was again opened to the public. It remained in operation until 1890, when the house and ground were purchased by the *Eagle* newspaper, whose splendid home has since been erected upon the site.

Social life in Brooklyn was marked during this period by several events of interest and importance. On the evening of April 29, 1880, some sixty venerable gentlemen came together in the City Courtroom and organized the "Society of Old Brooklynites." They thus formed themselves into an association, as they declared, for the purpose of preserving Revolutionary, Genealogical, Civil, and Social Reminiscences connected with the city. Ex-Mayor John W. Hunter was chosen the first President. No one could be a member who had not

been for at least fifty years a resident of Brooklyn. As this was rather a hard condition, not likely to be fulfilled by very many inhabitants, the bars were let down to a slight degree, and a qualified membership was established for such as had lived forty years in the city; but these were to remain without a vote, and could not hold office. Monthly meetings were held in the Surrogate's Courtroom, and annually a dinner was enjoyed. Over one hundred papers have been read at their meetings, most of them published, and all of them preserved in the archives, the topics being confined to Brooklyn, and to biographies of certain residents. An album is kept, containing the photographs of the members, and a register, in which are recorded mementoes of each. In the same year (1880) was organized the Hamilton Club. As we shall note more particularly in a later chapter, the Hamilton Literary Association, of Brooklyn, was formed in November, 1830. Out of this grew the Club in 1880, as club-life in America was then becoming fashionable. Ninety-two members of the old historic Association constituted themselves into the modern club, and were incorporated as the Hamilton Club in 1882. They at first hired temporary quarters on the corner of Clinton and Joralemon streets, but in 1884 they erected a handsome building on the corner of Clinton and Remsen streets, at a cost of \$100,000, in the modern Italian style. The Club inherited the library of the older institution, comprising 2,200 volumes. They possess a fine art gallery, among their treasures being Huntington's famous painting of "The Republican Court," which was purchased when the A. T. Stewart collection was sold. In front of the building, facing Remsen Street, there stands a fine bronze statue of Hamilton, the "patron saint" of the Club. A feature of social life now of very common occurrence was initiated at the end of 1880, when, on December 20, or Forefathers' Day, the New England Society of Brooklyn had their first annual dinner. It was held in the Assembly Rooms of the Academy of Music.

Before we come upon the name of Mr. Seth Low in connection with the political history of Brooklyn, we meet with it as that of a practical philanthropist. While as yet busy only with the great concerns of his father's mercantile and shipping house, his mind was directed to the maladministration and abuse of the county and city charities. The system of outdoor relief, as conducted by the Commission of Charities, had become a sink of corruption. Mr. Low conceived the idea of forming an Association of Charities, which later, after it was established and was found to be effective, was called the Bureau of Charities. Of this Bureau Mr. Low was the first President, and his capable co-worker, Alfred T. White, the first Secretary. The primary object of the new scheme was the co-operation of the various church and private charities in the city. These thus combined were to maintain a central office, with a salaried superintendent. To him reports were to be made by all these various societies, from which he

was to prepare a register, recording every family or person aided, at what time such aid was rendered, by what society, in what particulars, and to what extent. Thus, it was hoped, would be broken up that system of indiscriminate relief which encouraged the pauper habit, whole families going the rounds of the individual societies and getting aid with such regularity and abundance as to entirely supersede the necessity for work or self-help.

"Unlike any other great seaport of our country," complains an outraged and somewhat partial citizen, "Brooklyn and the County of Kings has no separate existence as a port of entry. It suffers the humiliation of knowing that all its vast commerce is credited to New York City." Accordingly, he looked in vain among the reports of the Produce Exchange, the Chamber of Commerce, or the records of Government, for any data distinctly belonging to Brooklyn, and showing the amount of business done there. He therefore went to work to sift such records and reports for himself "with infinite labor and pains," and the comparison he was thus enabled to institute somewhere about the year 1881 or 1882 exhibited the following facts: "(1) That the arrivals and departures of shipping, both sail and steam, at the wharves, piers, and docks of Brooklyn, are to New York arrivals and departures as 9 to 7. (2) That the grain receipts and shipments at Brooklyn warehouses, and by ships loading and unloading at Brooklyn piers, docks, and wharves, are in proportion of 76 to 24 of those of New York. (3) That the proportion of receipts and shipments of provisions is very nearly 80 for Brooklyn to 20 for New York. (4) That the receipts of raw sugars and molasses from all quarters go to the Brooklyn warehouses for transfer to the Brooklyn sugar refineries, almost wholly, hardly ten per cent. being received in New York. (5) That the receipts and shipments of cotton are nearly one-half at and from Brooklyn warehouses. (6) That the greater part of the petroleum oils, all except those for the refineries on the Jersey side, come through the Standard Oil Company's pipes to the refineries in Williamsburgh and Long Island City, and the shipments to foreign and to other American ports go from the refineries direct on ship-board, without touching New York City, either in receipt or shipment. The whole, or nearly the whole, of the petroleum traffic belongs to Brooklyn. (7) The proportion of the receipts and shipments of general merchandise is the most difficult to ascertain. . . . While the bulk is very largely on the side of Brooklyn, as nearly as can be estimated, taking the average of the past three years, New York City has about 44 per cent. of the values and Brooklyn about 56 per cent. This covers the whole imports, and much of the exports."

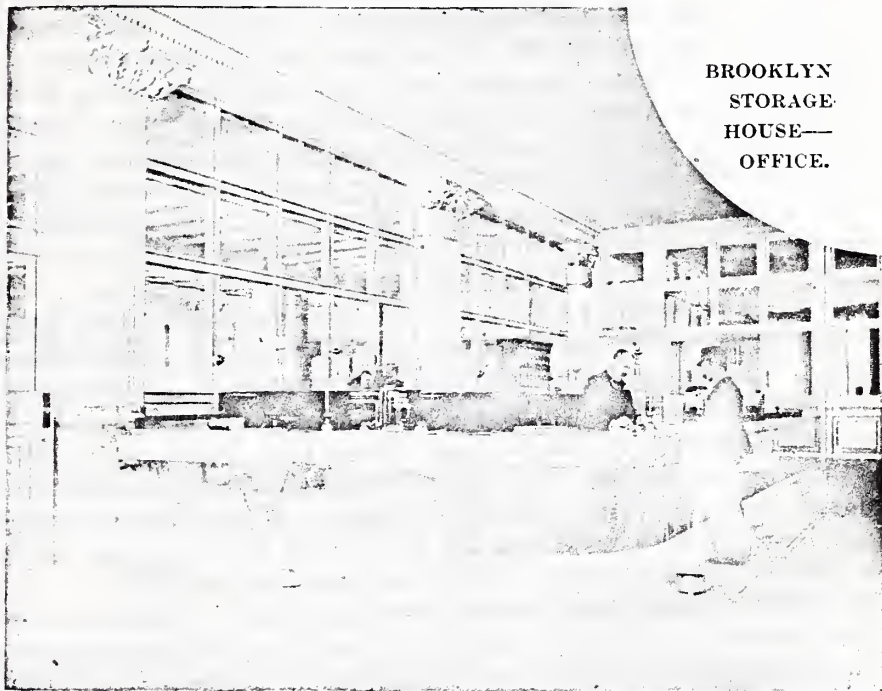
Now this is all very patriotic and loyal, as spoken by a Brooklyn man. But yet there is a good deal of special pleading about it. If the two cities counted as *one* port of entry it was because in reality they were *one* city long before they were officially made so. Nature

had so determined it, the very contour of shores and wealth of water approach had brought it about. The "infinite labors and pains," while bringing forward some interesting facts, were somewhat unnecessary and superfluous, as an effort to show the superiority of Brooklyn over New York. The handling of commerce and produce might be done in Brooklyn, but the brains and the finances had their seat in New York. The business was *made* in New York; it was *conducted* in Brooklyn. The counting-house or the store of the merchant or banker might as well complain of his dwelling-house uptown. In olden times they were all under one roof; as business grew, and the city expanded, the business-man lived away from his office. So all sugar-refining and manufacturing was done on Manhattan Island at first, but later Manhattan Island could not hold the manufacturing plants and warehouses that were needed to accommodate the vast traffic the metropolis was developing; its ground became enormously valuable, and factory sites were occupied in the convenient suburbs. At any rate, the rivalry and comparison are now irrelevant. We may be as proud of Brooklyn's business as her own residents, for Brooklyn is now New York, the port of entry, as much as the portion of her on Manhattan Island, and this is as it should be, and credits need not be divided.

But entirely upon Brooklyn soil there were evidences that financiers could put their heads together and arrange monopolies as finely as any of their confrères on the other side. The autumn of 1879 witnessed a struggle among gas companies for the control of business and prices. There were in operation in Brooklyn five great companies. From the time that illuminating gas had been introduced, in 1849, the Brooklyn Gas Company had supplied the portion of the city west of Washington Avenue and north of Atlantic. It consumed thirty thousand tons of coal per annum, and as it extracted nine thousand cubic feet of gas from each ton, it manufactured the enormous output of two hundred and seventy millions of cubic feet of gas per year. The other four companies were the Citizens', the People's, the Nassau, and the Metropolitan. These all worked together in harmony, dividing the city among them, and with beautiful unanimity charged \$2.75 per 1,000 feet of gas. They had recently condescended to reduce that charge to \$2.50 per 1,000 feet. In March, 1876, a new company was founded, the Mutual, and this, in May, 1879, was merged into the Fulton Municipal Gas Company. Here appeared the colored gentleman in the fence, this latter concern proposing to furnish gas at a lower rate, because it possessed the secret of making it by a cheaper process from naphtha. This was not to be tolerated, so the five companies arose in their might and consolidated their capitals, raising the united fund to ten millions, or proposing to do so. At the same time they sent out a flag of truce, with the suggestion that a surrender might be more convenient and more profitable, that is to say, the Fulton Municipal was also invited to "come in." On De-

ember 16, the consolidation had not yet been effected, but during that month it was voted on in the several companies. The Williamsburgh companies, with a total of 20,000 shares, showed a vote of 13,313 shares in favor, and only 1,653 against. The vote of the hitherto disturbing company—the Fulton Municipal—stood as 4 to 1 in favor. The People's Company remained out. The capital, as actually aggregated, was put at \$6,669,000; the works of four companies were to be torn down, and the people were given the benefit of one-quarter of a dollar's reduction, and could have the pleasure of multiplying every 1,000 feet of gas consumed by \$2.25.

Among the industries of Brooklyn no inconsiderable place is oc-



BROOKLYN
STORAGE
HOUSE—
OFFICE.

cupied by foundry and machine shop products. In a report published in July, 1881, these were divided into seven branches: Brass castings and finishing; iron castings and finishing; iron castings, including stoves, heaters, and hollowware; machinery; engines and boilers; presses; steam pumps. There were no less than one hundred and sixty establishments in the city given to the production of these useful and often costly articles, and the total value of their yearly output was placed at \$8,057,838. While no locomotive works are found in Brooklyn, stationary engines are manufactured in great numbers, and also engines for ocean steamers. An item of interest for Brooklyn, as for all Long Island in the way of business and develop-

ment, is the fact that on November 29, 1880, began the connection of Austin Corbin with the Long Island Railroad. Poppenhusen & Co., of College Point, had failed in 1876, placing the road on the market. Corbin would not tell who were his backers, but they were said to be a syndicate of Boston men. The effects of the new management were soon apparent.

In 1873 the various postoffices throughout the city were more thoroughly co-ordinated. The main office was established in Washington Street, near Myrtle Avenue, and those at Williamsburgh, Greenpoint, and Bedford, made branches. The building on Washington Street was owned by the Brooklyn Trust Company, which seemed to have been entirely willing to profit by the General Government, for it rented the lower floor for only \$5,000 a year for the uses of the Postoffice. The lease was to expire December 31, 1879, and Postmaster McLeer called the attention of the Department to the insufficient accommodations and the exorbitant rental. He plainly intimated to the owners that they must come down in their charge and fit up the building, and meantime he looked about for other quarters. The Methodist Church on Washington Street, near Tillary, was considered, but it was thought to be too far away from the business centers. The Brooklyn Trust Company came to better terms, however. For \$4,500 they now rented two floors in the same building, and fitted them both up for the uses of the Postoffice. The Money Order and Registered Letter Departments were transferred to the second floor. A passageway was made for the carriers, so they could go out directly into Washington Street, instead of by a narrow alley in the rear. Boxes were now placed on the lower floor, on the same plan as that introduced in New York (which seems rather a belated following of that example) at a cost of \$3,000. Five carriers were also added to the force, and ten auxiliary carriers for collections. A collection was now made from every box in the city at 9 o'clock at night, "something never before done, except on the principal thoroughfares," and this in 1880, in a town with a population of 566,689! It almost takes our breath away to add another startling innovation—there were to be three deliveries daily, except in the outlying parts! Again, the carriers were provided with a uniform of navy blue. Brooklyn was indeed becoming quite a city in the estimation of the United States Government.

The County Courthouse had now graced the vicinity of the City Hall for several years, the cornerstone of it having been laid in 1862. As Brooklyn increased in population, the business of its government could not be confined within its handsome City Hall. The greater city on Manhattan Island, with a City Hall less commodious though more beautiful, was then and is now compelled to colonize important departments in all sorts of odd and comparatively distant buildings. Brooklyn adopted a wiser plan, and determined to erect a convenient

and appropriate home for all the city business that could not be located in the City Hall. Ground was secured immediately in the rear of the latter, on Joralemon Street, between the Dutch Reformed Church, then still there, and the County Court House. Building was commenced in June, 1876, and it was ready for occupancy in May, 1878. For more than one reason, the structure was a credit to the city. Its appearance was all that could be desired, the style being renaissance of the French and Italian schools, with a frontage of one hundred feet on Joralemon Street, and a depth of more than one hundred and fifty. A graceful central tower is flanked by two smaller ones at either corner of the front. But the chief wonder of it was the remarkable circumstance, recorded on a tablet, and well worthy of that perpetual emphasis, that its cost was within a little over two thousand dollars of the appropriation. The appropriation was \$200,000, and the cost, \$197,979.48. This is something to be set by the side of the facts in regard to the County Court House in New York, whose appropriation had been fixed by the Legislature at \$250,000, and which exceeded fourteen millions before it was finished. The Departments of Tax Collection, Assessors, Board of Health, City Works, and some allied bureaus were housed here. The west side of the fourth floor was wholly occupied by the Police Department.

The extraordinary showing of the cost of the municipal building would indicate a pretty clean city government. It is true, a narrator of the details of its construction says, that there were "the usual strife, the usual mixture of political prejudice and desire of political preferment and aggrandizement," but yet the result was certainly satisfactory, and "perhaps never were the details of the erection of a public building of this magnitude more carefully scrutinized." Nevertheless bosses and rings were already loose in the city. Since 1863 the reign of Hugh McLaughlin was established. He was a fish-dealer in the beginning, a very honest business, indeed, as was that of Tweed's chairmaking. For some three years, too, he held the office of Register, an equally honest occupation. But he gave up the fish business, and the three years of registering could not have realized a princely sum, nevertheless wealth came apace. His leisure from business was occupied by the arduous and unsalaried duties and labors that belong to the political boss. He ruled the Democratic Party, and then, by means of a Republican Boss, he managed also to have a hold upon the other party, so that things would go smoothly among the officers, and the people should not get too much for their money in the way of street pavements, fire appliances, health arrangements, and other such matters, which are, of course, mere incidents compared with the drawing of salaries from the public treasury, and further perquisites to be extracted from the public business. Who would not "dicker" to secure such desirable results, whatever be one's party affiliations in the larger spheres of the State or the

Union? It was the old and oft repeated story of corruption. How could Brooklyn escape the baneful circumstances any more than New York, or Philadelphia, or any other American city? "There is no denying," says Bryce, plainly, "that the government of cities is the one conspicuous failure of the United States. The deficiencies of the National Government tell but little for evil on the welfare of the people. The faults of the State Governments are insignificant compared with the extravagance, corruption, and mismanagement which mark the administrations of most of the great cities. For these evils are not confined to one or two cities. The commonest mistake of Europeans who talk about America is to assume that the political vices of New York are found everywhere. The next most common is to suppose that they are found nowhere else. In New York they have revealed themselves on the largest scale. . . . But there is not a city with a population exceeding two hundred thousand where the poison germs have not sprung into a vigorous life." For the causes Professor Bryce turns to the report of the commissioners appointed in 1876 to devise a plan for the government of cities in the State of New York, who advance three: (1) Incompetent and unfaithful governing boards and officers; (2) the introduction of State and National politics into municipal affairs; (3) the assumption by the State of the direct control of local affairs.

As to the illustration which was afforded in Brooklyn of Professor Bryce's sweeping assertion, we do not propose to go into the details. The story is not a pleasant one, and besides, it has the additional disadvantage of being monotonous. The same episodes recur with different names and personalities in the various cities of the land. Some common, illiterate, but "smart" fellow of the baser sort comes to the foreground, manages to form a "ring" of officials by manipulating nominations and voters, and then the siege-lines are complete, the rear is secured from danger, and the advance upon the public treasury, filled by taxation of the poor, dumb people, is made with safety and dispatch. In Brooklyn, as elsewhere, this poor, dumb people at last roused themselves, took in the situation, and began measures to remedy the evil. Of the three causes cited above they proposed to deal with the first. To separate State and National issues from municipal elections was good. To regain control of home matters out of the hands of the Legislature at Albany was a consummation that seemed rather distant. But the most practicable point to gain seemed to be the abolishment of governing boards, and eliminating unfaithfulness in officers by simplifying the placing of responsibility. The dozen or more departments of the city's government were in the hands of as many boards, composed each of several members, never less than three, sometimes as many as eleven, apart from the Board of Education, which necessarily had even more than that. Opportunities for cliques and deals and dickers were endless under such a

system. The boards were constituted of persons nominated by the Mayor, but not appointed until the consent of the Common Council had been obtained. The Mayor, therefore, was helpless in the face of rings, through whose machinations and deals the Aldermen of both parties would conspire to defeat every nominee of whom they could not be sure in the matter of jobs from which the bosses and their heelers derived their revenue. It was against the hydra-headed system of commissions, therefore, that the citizens of Brooklyn directed their attacks. A bill was drawn up for a new charter, which gave the Mayor power to appoint absolutely the men he wished to have around him to administer the affairs of the city, and whom he felt he could

trust, and instead of appointing several men to administer each department, the proposed new charter provided for only one head for each. The bill was, therefore, known as the "One Head" bill. It went before the Legislature at Albany in January, 1880. An ex-Mayor of Brooklyn, Frederick A. Schroeder, was now State Senator. He had been elected Comptroller in 1871 and Mayor in 1875; was, therefore, thoroughly acquainted with the workings of the city government in Brooklyn, and while Chief Magistrate had vigorously fought, so far as was possible for him, the rings that infested the administration. In the Senate he was an active and effective champion of the "One Head" bill, and.



MAYOR SETH LOW.

on May, 26, 1880, it was passed. Thus the new charter became a law. It was briefly described a few years later by one who was the first to work out its provisions. "In Brooklyn," he said, "the executive side of the city government is represented by the Mayor and the various heads of departments. The legislative side consists of a common council of nineteen members, twelve of whom are elected from three districts, each having four aldermen, the remaining seven being elected as aldermen-at-large by the whole city." It is seen that these seven would neutralize to a great extent the machinations of the bosses to pack the council with low politicians completely in their power. No one ward could furnish an alderman all its own, and in the matter of a large proportion of

the whole the entire city had something to say as to what man should be present in the council to aid or thwart the actions of a decent Mayor. But to go on with the charter: "The people elect three city officers beside the board of Alderman; the Mayor, who is the real, as well as the nominal head of the city; the Comptroller, who is practically the bookkeeper of the city, and the Auditor, whose audit is necessary for the payment of every bill against the city, whether large or small. *The Mayor appoints absolutely, without confirmation by the Common Council, all the executive heads of departments.* . . . These officials in turn appoint their own subordinates, so that the principle of defined responsibility permeates the city government from top to bottom. . . . The executive officers appointed by the Mayor are appointed for a term of two years, that is to say, for a term similar to his own. . . . For one month the great departments of the city are carried on for him by the appointees of his predecessor. On February 1 it becomes his duty to appoint his own heads of departments. . . . Each one of these great executive departments is under the charge of a single head, the charter of the city conforming absolutely to the theory that where executive work is to be done it should be committed to the charge of one man."

But of course, under this new theory, or "idea," everything depended upon the Mayor who should be intrusted with the administration. "A strong executive can accomplish satisfactory results; a weak one can disappoint every hope." And if the weak one should also prove a venal one, under the control of the bosses, the remedy might prove easily a good deal worse than the disease. In November, 1879, Mayor James Howell had been re-elected to his second term, and thus there would be no mayoralty election until November, 1881, or a full year and a half after the passage of the new charter. This gave plenty of time, therefore, for the forces of reform to plan out and execute the hard work that was before them, if they wished to unhorse the boss politicians, whose ramifications of power and influence were so minute and extensive. We come, therefore, upon a very interesting and gratifying bit of Brooklyn history, well worth putting side by side with the "Brooklyn Idea," which had finally taken shape upon the statute-books. There was organized what was called with admirable simplicity and modesty, the "Brooklyn Young Republican Club." No sounding of trumpets in this of what they were going to do; no claim to be "reformers;" just workers, that was all; and as to the "republican," it meant rather citizens of a republic than members of a party, for the help of good Democrats was necessary, and was secured in the final battle. The association numbered no less than twenty-five hundred men, distributed at the rate of about one hundred and twenty-five to one hundred and fifty in each ward. There was, therefore, an executive committee appointed from among this number in each ward, facilitating the concentration

of forces from every section upon the common result. At the head of the movement was Mr. Seth Low, and when it came to select a standard bearer for the new system, so desperately in need of a trustworthy man, by a spontaneous impulse the choice fell upon him. He was, therefore, nominated, and at once resigned from the club, as one of its rules was that none of their number should either hold or seek office. The club now labored incessantly to secure the election of their nominee. He was indorsed by associations of citizens who might be of a different political faith, but were at one on the municipal issue. "The Young Republicans" made a preliminary house to house canvass, and tabulated the results. On election day the polling places were manned by volunteers. These had in their hands lists of the registered voters, and they carefully checked off each man as he came to vote. When it seemed likely that this or that voter might prove dilatory, and fail to put in an appearance altogether, he was sent for and brought to the polls, and then these volunteers finished up their arduous labors by keenly watching the count to prevent false returns. The boss element renominated Mayor Howell, but for once the efforts of the reformers proved successful, and while Howell polled a considerable vote, or 40,937, the champion of good government received 45,434. On January 1, 1882, therefore, Mr. Seth Low went into office, and on February 1 inaugurated the Brooklyn Idea of City Government by appointing the men in whom he felt confidence, and for whose conduct of affairs he assumed direct responsibility. But the occupation of the Young Republican Club was by no means gone as yet. What Albany had done, Albany, under the pressure of the defeated bosses, might undo. To secure matters there, therefore, when the election of Senators and Assemblymen drew near, the club went to work again with characteristic vigor and intelligence. They examined the records of the Kings County Assemblymen in the Legislature of 1882, and they published the result of that examination in pamphlet form. Thus every voter was put in a position to decide for himself who could be trusted for a renomination by a reference to the man's votes on test measures. Such information had never been supplied to voters in so systematic, convenient, and telling a manner before. In nominating men for the Legislature the club refused to support any who would not pledge adherence to their principles and aims. At the end of Mr. Low's first term, when the time for another election came, he was renominated for the mayoralty. It was somewhat of a risk, for the putting into operation a new system of government was not an easy task, and as likely to bring grief to injudicious friends as to malicious enemies. The renomination and the candidacy were felt by himself to be a challenge of his course and conduct. He manfully faced it as such, and went before the people night after night during the canvass, persuading them "by plain, cogent, logical, earnest, yet unimpassioned

arguments, on the basis of clearly marshaled and unquestionable facts." The result is known. He was re-elected, to place more firmly upon its basis the new experiment in city government.

All honor, then, to the "Brooklyn Idea" in city government. It has spread the fame of the city over the world, for Bryce, in his "American Commonwealth," has given full emphasis to its excellence and utility. Other students of civil government turn to it with gratification, and speak of it with praise. Prof. John Fiske, in his "Civil Government in the United States," says of it: "This Brooklyn system has great merits. It insures unity of administration, it encourages promptness and economy, it locates and defines responsibility, and it is so simple that everybody can understand it. The people having but few officers to elect, are more likely to know something about them. Especially, since everybody understands that the success of the government depends upon the character of the Mayor, extraordinary pains are taken to secure good Mayors, and the increased interest in city politics is shown by the fact that in Brooklyn more people vote for Mayor than for Governor or for President. . . . To vote for candidates whom one has never heard of is not to insure popular control, but to endanger it. It is much better to vote for one man whose reputation we know, and then to hold him strictly responsible for the appointments he makes. The Brooklyn system seems to be a step toward lifting city government out of the mire of party politics."

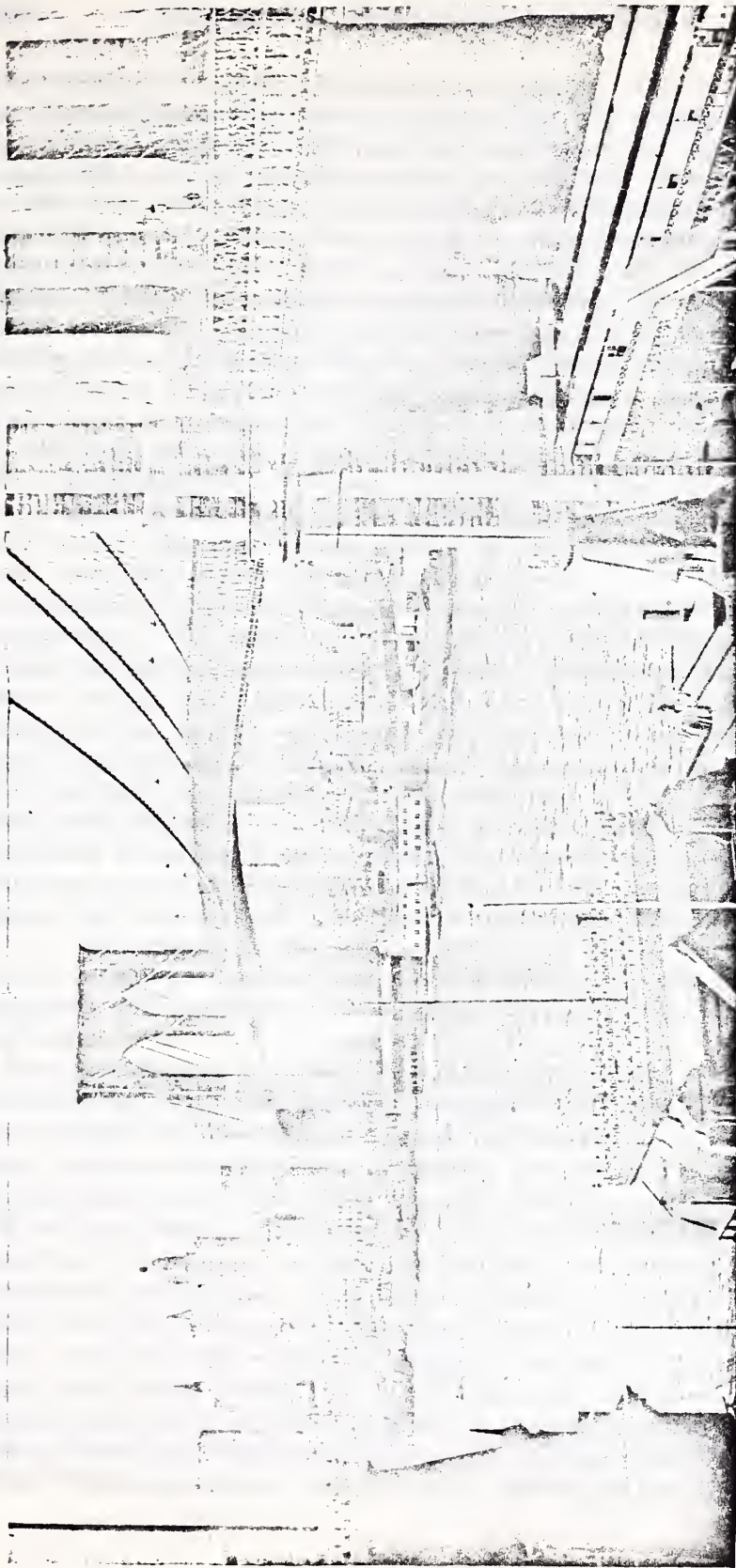
So satisfactory has been the working of the "Brooklyn Idea" that other cities have adopted it with modifications. This has been done with particular enthusiasm in Philadelphia. The principle also ran through the charter under which Mayor Strong began his administration in 1894, and it has very considerably influenced the charter of the Greater New York, especially in the matter of the appointing power of the Mayor.

CHAPTER XII.

BRIDGING THE EAST RIVER.



THE idea of bridging the East River as it has been done, appeared to be an undertaking so stupendous, and in its accomplished results presents a structure so imposing, that we can hardly realize to ourselves that other generations with resources so much more limited than our own, could ever have contemplated the design. Yet far back in the history of Brooklyn we find traces of a purpose and consideration of an attempt which, as we think, would have been utterly impossible then. The earliest is found in an old scrapbook prepared by General Jeremiah Johnson, composed of newspaper extracts, interlarded with manuscript notes in his own handwriting, and bearing a date not later than 1800. One of these items or notes reads as follows: "It has been suggested that a bridge should be constructed from this village across the East River to New York. This idea has been treated as chimerical, from the magnitude of the design; but whosoever takes it into their serious consideration will find more weight in the practicability of the scheme than at first view is imagined. . . . It has been observed that every objection to the building of this bridge could be refuted, and that it only wanted a combination of opinion to favor the attempt. A plan has already been laid down on paper, and a gentleman of acknowledged abilities and good sense has observed that he would engage to erect it in two years' time." No doubt it was necessary to indorse with especial stress the "good sense" of a man engaging to do such a thing in 1800. We read, again, of a Mr. Thomas Pope, architect and landscape gardener, who in 1811 published a volume on bridges, in which the feasibility of bridging the East River was discussed with an easy confidence. Possibly the subsidiary occupation would have enabled this genius to add to the Eighth Wonder of the World some of the features of one of the other seven, and reproduce for New York and Brooklyn the "hanging gardens of Babylon." As the decades of the century advanced and progress in mechanical appliances and the uses of steam went with it, the scheme would naturally appear less chimerical. We find, in 1836, that General Joseph G. Swift has an idea in his mind of connecting New York and Brooklyn. We remember him as the military engineer who revived the old line of intrenchments which the Revolutionary



THE BROOKLYN BRIDGE.

heroes had run from the Wallabout to Gowanus. Throwing up banks or dykes was therefore quite in his line, but it is rather startling to learn of his suggestion to construct a dyke across the East River, upon which a fine boulevard should be laid out! Even the Dutch would think twice before throwing a dyke across such a current as tears by here. We have already cited the historian Prime, who wrote about 1845, and how merry he makes himself over the project of a bridge. "Near the commencement of the present century," he wrote, "the erection of a bridge between New York and Brooklyn, of a single arch, so lofty as to form no obstruction to navigation, and so strong as to bid defiance to the winds of heaven, had become the great topic of conversation. But now the idea of a bridge is as rare a conception as a fifth wheel to a coach, and is about as desirable." Then glorifying the convenient and abundant ferry service, he goes on to say: "At any hour of the day or night you can pass from one city to the other with equal safety and greater rapidity than you could walk the same distance on *terra firma*. . . . Under these circumstances who would think of crossing on a bridge, if one stood in his way?" We perceive that he congratulates his own generation in 1845 on having permanently set aside so preposterous a notion as that of bridging the East River. But, alas! four years later the hallucination had broken out again. Like Banquo's ghost, it would not down. In an issue of the *New York Tribune* one fine day in 1849, we find the following revelation of the prevalent lunacy, as Dr. Prime must have regarded it: "The great project of municipal improvement now occupying public attention in this city and Brooklyn is the building of a splendid bridge connecting the two shores of the East River, and thus making New York and Brooklyn emphatically one. . . . The bridge is the great event of the day. New York and Brooklyn must be united, and there is no other means of doing it. The thing will certainly be achieved one of these days, and the sooner the better."

Thus broached and considered, and flouted and laid aside and taken up again, the great pressing necessity and desirability of the scheme kept on bringing men nearer and nearer to its accomplishment. Such enterprises must eventually get themselves acted on by the Legislature as a first step toward practical execution. Before the war was over, in February, 1864, writers tell us that a bill was introduced at Albany for the appointing of a commission to inquire into the feasibility and expediency of building a bridge across the East River, and authorizing the expenditure of \$5,000 for that purpose. A year later a bill was brought forward to incorporate the East River Bridge Company. All this seems to have been rather far ahead of any really serious movement in the matter, such as has cast lasting honor and remembrance upon certain names that became identified with bridge history shortly after. One of the first of these was

Colonel Julius W. Adams, who is said to have given the subject much study from 1855 on. He was a resident of Brooklyn and a celebrated civil engineer. The war interrupted his studies, but, in 1865, he returned to the matter so near his heart, and he soon matured a plan. This involved two elliptic tubes, supported by ribs of steel, and providing three platforms for travelers. He succeeded in interesting Mr. William C. Kingsley, a contractor, in the project, and the enthusiasm aroused in this individual proved to be a potent factor in the final achievement. Another account, however, somewhat reverses the above order, and makes Mr. Kingsley the one to arouse his friend, the civil engineer, who is not mentioned, but presumably is Colonel Adams. At any rate, we can now trace the influence and push of more than one eminent and capable individual. Next to Kingsley, we come upon the name of Henry C. Murphy, whom we so constantly encounter in Brooklyn affairs of every sort. An *Eagle* supplement contains an interesting account of the winning over of Mr. Murphy to the enterprise in which he always took a leading part, being for many years President of the Bridge Commission. It is too good to be omitted here. One afternoon in 1866, Mr. Kingsley called on Justice McCue, who tells the story, asking him to go along to Bay Ridge to call on the Senator in regard to the bridge scheme. Mr. Murphy had a country seat there called "Owl's Head," and a tablet in the library records the historic visit. "After a while," are Judge McCue's words, "Mr. Kingsley brought up the subject of the bridge. Mr. Murphy listened to him with much attention. He listened as a man under a spell. Then, as if resenting the dominion of another, Mr. Murphy began to interrogate and criticise and doubt. To everything that Mr. Murphy advanced Mr. Kingsley gave the most respectful consideration. No sooner would Mr. Murphy stop, however, than Mr. Kingsley would meet him with arguments, illustrations, and rejoinders, which were persistent, comprehensive, and unanswerable. The result was that Mr. Murphy avowed himself a convert to the feasibility of the proposition. He agreed to draw the enabling bill. It was far toward morning when we left Mr. Murphy's house, but, on that night, and in that talk, the bridge, as a fact, was born."

The bill drawn up by Senator Murphy was laid before the Legislature at its next session, in 1867, and was passed in April. It was on the basis of Colonel Adams's plan, and the financial provisions called for the formation of a private corporation with the two cities the largest contributors to the capital stock, New York taking one-third and Brooklyn two-thirds. In 1868 the Common Council resolved to subscribe three millions of dollars, on condition that two millions should be subscribed by others, ten per cent. of which was to be paid in, and also stipulating that the city should have a representation in the Board of Directors. In December, 1868, the New York Common Council agreed to subscribe a million and a half dol-

lars, providing that the Mayor, Comptroller, and President of the Board of Aldermen should be *ex officio* members of the company. The remaining five hundred thousand dollars were subscribed by individuals. A look along this original list of shareholders is interesting. New York is credited with fifteen thousand shares and Brooklyn with thirty thousand. The contracting firm of Kingsley & Keene are down for sixteen hundred. Mr. Murphy risked the cost of one hundred shares in the untried enterprise, and Mayor Kalbfleisch two hundred. We are not surprised to see the name of "first citizen" J. S. T. Stranahan where any good was to be done to Brooklyn. Not so pleasant a feature, and one, we would think, auguring disaster to it, was the great number of shares taken by members of the Tweed ring. Tweed himself is down for five hundred and sixty, and Peter B. Sweeney for the same amount. They saw a good investment here for their stolen money, and the wonder is they did not maneuver so as to plunder the people by means of this enterprise, yet no doubt they were at the bottom of the difficulties thrown in the way of the project by the politicians, who wished to get the work under their control, or else kill it altogether. Aside from the sanction of the State Legislature, there was needed action on the part of the Federal Government, for the East River was an arm of the sea, and a navigable water of the United States. In the autumn of 1868 a bill, therefore, was introduced in Congress granting the desired permission. Commissioners were appointed to inquire thoroughly into the plans and provisions of the proposed structure, who reported favorably thereon, only stipulating that at the center the span should be 135, instead of 130 feet above high water. The act was then passed, one requirement of it being that the bridge be completed on or before June 1, 1870! A later amendment graciously extended the time to June 1, 1874. We now know it took nine years longer to realize this happy consummation.

Meantime the chief engineer had been selected, and some of the work had begun. John A. Roebling, the constructor of the Niagara Suspension Bridge, had been appointed in May, 1867, and the plans which he submitted in September called for a structure similar to that, but on a vastly larger scale. The first borings and soundings were made in 1867, which revealed that there was a foundation of gneiss rock ninety-six feet below high-water mark. The sites for the two towers were located, and, on August 26, 1869, the surveys for these and the approaches were finished. Even then a great calamity had already come upon the enterprise. On July 22, 1869, while busy superintending the work of locating the Brooklyn tower, Chief Engineer Roebling met with a fatal accident. As he was standing on a pier adjoining the nearest slip of the Fulton Ferry, a boat coming in crashed against the side, and so disturbed the timbers of the pier that Mr. Roebling's foot was crushed between them. Lockjaw set in.

and sixteen days later he was dead. Fortunately his son, Colonel Washington A. Roebling, was fully capable of carrying on the work of his father, having been with him in his previous undertakings, and he was appointed as his successor. On January 3, 1870, work was begun in the preparation of the site of the foundation of the Brooklyn tower. It is well known that the towers rest on caissons sunk into the required positions. They were constructed at Greenpoint, and launched like ships. Each caisson was 102 by 172 feet, being in effect simply huge wooden boxes turned bottom up, the roof being over twenty feet thick, composed of solid timbers bolted together. In the space whence the air repelled the water the workmen stood and removed sand, mud, rocks, whatever was in the way of a solid and even resting place for the towers, after which the hollow space was filled with concrete, and the boxes left under water to sustain the enormous superincumbent weight of masonry. The launching and placing of the Brooklyn caisson was made the occasion of some ceremonies on



RUSH FOR THE CARS ON BROOKLYN BRIDGE.

March 19, 1870; in December there was a fire in it, but no one was hurt, and the injury done was soon repaired. The Brooklyn tower was finished in the summer of 1875, and the New York tower a year later. Now commenced the most picturesque and thrilling of any of the work so far done—this was the construction of the cables. The four great cables contain over five thousand single steel wires each, and of these twenty thousand one wire had to be the first. On August 14, 1876, the first wire was strung across from tower to tower, rising two hundred and seventy feet into the air. With breathless interest did men watch the riggers riding across these almost invisible supports. Next the footbridge was laid, swinging at a dizzy elevation, across which people who were sure of their heads made venturesome trips. And, at length, after the various details had been gradually developed and added with the apparently slow years, in the spring of 1883 the marvelous feat of engineering skill and mechanical daring hung over the conquered and turbulent stream, that could no longer divide the sister cities.

We can never grow tired of reading the figures that tell of its dimensions and its strength; one may not be able to remember them, but one likes to look at them again and again so as to renew the impression of titanic proportions which they leave upon the mind. The extreme length of the passage over the bridge, from Sands Street in Brooklyn, to Park Row, New York, is more than a mile, say, a mile and a furlong. The curved approach on the Brooklyn side, that solid structure of masonry, arch after arch of stone and brick, has a length of nine hundred and seventy-one feet. On the New York side the straight line of the same kind of structure, looming in its massive strength high above neighboring buildings devoted to business, is more than fifteen hundred feet long, or, say, about two or three of the longest "avenue" blocks uptown. From the ends of these approaches the suspension-bridge proper begins. Down from the top of the towers the four cables come sweeping to the anchorages at their termini, subtending with the part of the bridge they carry here not water but land, the busiest streets of both cities. The length of each of these land spans is nine hundred and thirty feet. We now reach the real obstacle to be overcome, the thing which has made all this stupendous work and incalculable expense necessary, that is, the East River. Between the towers the huge cables gracefully hang, descending and ascending with bold curves, yet with easy disdain holding the enormous weight above the swift current below. As they curve downward the bridge-path itself curves upward, so that the center of the arch is about sixteen feet higher than its extremities at the towers. The bridge-floor at the towers is one hundred and nineteen feet above high water, at the center one hundred and thirty-five feet, so that only the tallest three- or four-masters need take down their top-hampers as they go under. And the length of this span,—the crucial portion of the whole

construction, the final conquest of the river,—is so nearly sixteen hundred feet that we might as well call it so. Now, what shall be our basis of confidence that *this* bridge will sustain all that we put upon it? We observe the cables, four in number, with satisfying symmetry, holding in mid-air the various parts or passageways. We learn that their diameter is $15\frac{3}{4}$ inches, making a circumference of nearly four feet; that they contain each 5,296 parallel steel wires, not twisted, but welded together by transverse wires binding them fast into one solid whole. We gather, with some apprehension, that the permanent weight these four cables are called upon to sustain, before a foot of man, a single horse or wagon, or railroad car, has entered upon the bridge to be upborne, is no less than 14,680 tons! But even this vast weight sinks into insignificance, and our fears are quite effectually dissipated, when we further ascertain that each of the four cables alone can almost sustain this whole structural weight. That is, each cable can carry 12,500 tons; thus, the four together can easily manage fifty thousand tons, and perhaps a little more, as they work together; and what are fifteen thousand tons to that? The cost of this wonderful structure, when it stood complete between the two cities, was estimated to have been fifteen millions of dollars up to that date; some five millions have been spent on it since. Some of these statistics have already been given in our brief account of the bridge from the New York side of the subject (Vol. I., pp. 470-473). There, too, was related the part of the opening celebration most in evidence in the metropolis, the passage of the President and Governor, and their reception by the escort from the Brooklyn side. It remains now to recount the expression of Brooklyn's joy and pride in the completion of that marvel of engineering skill, which had been the dream of her citizens from the beginning of the century, and had been often set aside as too wild and extravagant a dream to be ever realized. The date fixed for the ceremonies and opening was May 24, 1883, and we need not here stop again to record the foolish objections made because this happened to be Queen Victoria's birthday.

Such a piece of work as had here been accomplished was more than a local triumph. It belonged to the whole State, and the whole country; it was an event of National importance. There were evidences of widespread and profound interest throughout the Union, and the project was discussed with intelligent approval and enthusiastic appreciation in every State. Hence, the two cities were crowded with representatives from almost every State, who had eagerly hurried to behold with their own eyes the wonderful thing they had read or heard so much about and to swell the throngs who should do honor to the opening ceremonies. Of course, in the two cities everything was *en fete*; it was a universal holiday from morning to night in Brooklyn, and in New York no business was done after the noon hour. The sun never dawned on a more perfect day. Clear, bright sunshine

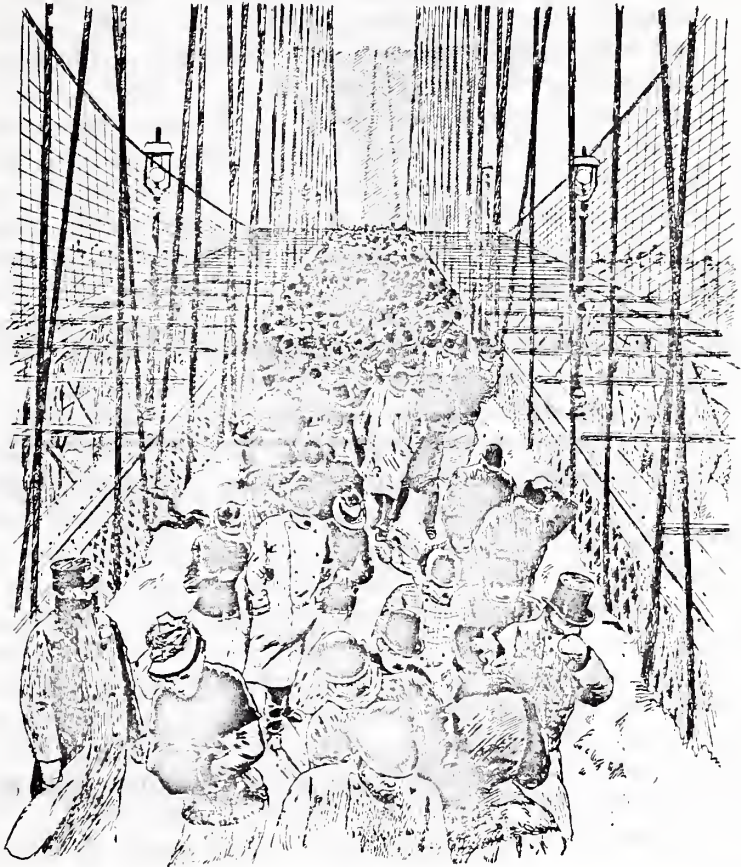
tempered by cool breezes prevailed all day, putting no discomfort upon any one, whether mere sightseers or burdened with the anxieties and duties belonging to the conduct of the ceremonies. At a very early hour the people began to fill the streets, taking up advantageous positions for seeing the march of troops and the passage of celebrities, but for a long time they had to be content with observing the display of flags and the decorations tastefully arranged with the National colors. When President Arthur and Governor Cleveland, attended by Mayor Edson and the other New York City officials, reached the New York tower, and were transferred from their New York escort to the Brooklyn contingent, the moment was announced by the thundering of cannon. Salutes were fired by the harbor forts, by the Navy Yard, and by guns planted on Fort Greene. There was a fleet of United States vessels anchored in the river just below the bridge, composed of the Tennessee, the Yantic, the Kearsarge (since wrecked), the Vandalia, and the Minnesota, under command of Rear Admiral Cooper. These ships saluted with their guns, and, as the distinguished persons moved across the bridge, the blue jackets manned the yards.

The exercises were arranged to take place in the depot at the Brooklyn terminus. A stand had been erected for the speakers, and seats arranged for a large audience. These had already been more than filled when the President and Governor arrived, when the vast assemblage arose *en masse* and received them with cheers. Among the invited guests present were governors of various States and mayors of several cities. Upon the platform sat James S. T. Stranahan, who had been selected to preside on this august occasion, and on either hand, the President of the Bridge Commission, Mr. William C. Kingsley, Mayor Edson of New York, Mayor Low of Brooklyn, all of whom were to speak, and the orators of the day, Abram S. Hewitt, of New York (later Mayor), and the Rev. Dr. Richard S. Storrs, of Brooklyn. The members of the Board of Bridge Trustees were also upon the platform. But there were two men whose absence was painfully apparent. One was the Hon. Henry C. Murphy, President of the Bridge Commission from its beginning. He had died only a few months before, on December 1, 1882, and thus failed to see this crowning moment of his efforts. Mr. Kingsley, in his presentation speech, feelingly alluded to him. "For sixteen years together," he said, "the late Hon. Henry C. Murphy stood for this work wherever it challenged the enmity of an opponent or needed an advocate, a supporter, and a friend. He devised the legislation under which it was commenced. He staked in its inception a large portion of his private fortune on its success. He upheld its feasibility and utility before committees and legislatures and law courts, and in every form of public discussion. For years he looked forward to this day to fittingly close the activities of a long and, in many respects, an illustrious

career. It was not permitted him to see it, but he saw very near the end, and he lived long enough to realize, what is now admitted, that he was to the end of his days engaged in a work from which the name of the city he loved so well will never be dissociated." The other absent one was also tenderly alluded to in the presentation speech. This was the Chief Engineer, Col. Washington A. Roebling. He had sacrificed his health by his devotion to duty. In the anxious and uncertain days of the sinking of the caissons, he had contracted, by too frequent and long continued presence within them to direct the workmen and guard against mishaps, what was called the caisson fever. It had proved fatal to many workmen; to Mr. Roebling it had brought nervous prostration. It prevented him from leaving home, having robbed him of the power to walk, but, fortunately, it had left his mind perfectly clear, so that all the work was directed from his house. He had rented one on the Heights overlooking the bridge, and thus only a distant view of the celebration was possible to him. "For many long and weary years," said Mr. Kingsley, "this man, who entered our service young and full of life and hope and daring, has been an invalid and confined to his house. He has never seen this structure as it now stands, save from a distance. Colonel Roebling may never walk across this bridge, as so many of his fellow-men have done to-day, but while this structure stands, he will make all who use it his debtor. His infirmities are still such that he who would be the center of interest on this occasion, and even in this greatly distinguished company, is conspicuous by his absence."

When the time for the exercises to begin arrived, the venerable Mr. Stranahan introduced Bishop Littlejohn, who read specially prepared selections from the Scriptures, and a prayer also composed for the occasion. Thereupon followed the presentation address by the Vice-President (but now President by the death of Mr. Murphy) of the Board of Trustees, Mr. William C. Kingsley, from which we have already quoted. Next came the address of acceptance on the part of Brooklyn by its youthful and popular Mayor, Seth Low. Among other things he said: "The importance of this bridge in its far-reaching effects at once entices and baffles the imagination. It is as though the population of these cities had been brought to the river side, year after year, there to be taught patience; and as though, in this bridge, after these many years, patience had had her perfect work. . . . Courage, enterprise, skill, faith, endurance,—these are the qualities which have made the great bridge, and these are the qualities which will make our city great and our people great." The Mayor of New York then made the address of acceptance for his city. Mr. Edson was induced to forecast a possible future from the suggestive and promising circumstances of that day. "But to look forward twenty-five years," he said, "and attempt to discern the condition of things in this metropolis, if they shall continue to move

forward on the same scale of progress, is an undertaking that few can grasp. No one dares accept the possibilities that are forced upon the mind in the course of its contemplation. Will these two cities ere then have been consolidated into one great municipality, numbering within its limits more than five millions of people? Will the right of self-government have been accorded to the great city thus united, and will her people have learned how best to exercise that right?" These are interesting questions to read in the light of what



BROOKLYN BRIDGE—WINTER SCENE ON PROMENADE.

fifteen of these twenty-five years have brought around. The vast united municipality has come, placing the bridge not between two cities, but in the very heart of one. As to self-government and the lesson of its exercise, we may leave that for subsequent years to answer.

Those were the days when the cornet of Levy was still a power in the land. One would go far and often to hear the strains that used to thrill the auditors at Manhattan Beach in the summer, and various

public halls of New York during the winter. Often, too, did those in middle age see him walk with not altogether comfortable steps in his place with the splendid band Fisk's money procured for the Ninth Regiment. The immense audience at the Brooklyn terminus, to relieve their minds before the two orations now to follow, were regaled with a cornet solo by Mr. Levy. After this came the oration by the Hon. Abram S. Hewitt. He dwelt upon the fact that "in no previous period of the world's history could this bridge have been built." Speaking of the amount of wages for which this great work stood, he observed aptly that "the effect of the discoveries of new methods, tools, and laws of force, has been to raise the wages of labor more than a hundredfold, in the interval which has elapsed since the Pyramids were built." But it is impossible further to summarize so elaborate and lengthy an effort. Neither can justice be done to the eloquent and scholarly oration of Dr. Storrs. He was at a great disadvantage in the delivery of it at the end of such extended exercises. Besides, the exigencies of the occasion seemed to demand a written discourse to be read as written, and the speaker was not at his best under such restraints. While the actual auditors, however, may have been prevented by these circumstances from enjoying to the full the elegant language and elevated thought of the discourse, its preservation in print has afforded that delight to succeeding generations. The opening sentence is already replete with grace of diction and poetry of expression: "It can surprise no one that we celebrate the completion of this great work, in which lines of delicate and aerial grace are combined with a strength more enduring than that of marble, and the woven wires prolong to these heights the metropolitan avenues." After appropriate tributes to many names made illustrious by their connection with this noble enterprise, a happy turn of the thought was made when he added: "But, after all, the real builder of this surpassing and significant structure has been the people, whose watchfulness of its progress has been constant, whose desire for its benefits has been the incentive behind its plans, by whom its treasury has been supplied, whose exultant gladness now welcomes its success." At the close of this oration music was rendered by the Seventh Regiment Band, to the strains of which the vast gathering dispersed.

But the functions of the day were not yet over for the distinguished guests. After the ceremonies, President Arthur, Governor Cleveland, the speakers of the occasion, and the Bridge Trustees, were driven to the residence of Engineer Roebling on Columbia Heights, where a reception was held, and all had the pleasure of conveying their personal congratulations to the real hero of the day, so sadly deprived of the opportunity of receiving his deserved recognition in any other public manner. The next move of the distinguished party was to Mayor Low's residence, where they were given a banquet. Then, in

the evening, they attended a grand reception at the Academy of Music, given by the city authorities to the President and Governor, where a great multitude assembled and passed by the two men for a shake of the hand. As night descended the throngs wended their way to points of vantage along the water front, the streets and roofs of houses presenting a solid mass of humanity. The East River, too, was blocked with craft of every kind and description, private and public, bearing sightseers, to behold the wonderful display of fireworks upon the center of the bridgeway and the tops of the two towers. Pyrotechnical skill was induced to do its utmost, and did it, so that the exhibition actually beggars description, unless we should tear out of its connection and apply to the present event the language of the journalist who attempted to do justice to the fireworks at the City Hall in 1825, in honor of the opening of the Erie Canal, and which the long-suffering reader may find in our previous volume (p. 273). And so the day ended in a burst of glory, as well it might. Brooklyn was happy and Brooklyn was proud. The jostling crowds that surged in solid phalanx up and down her streets from house-line to house-line, were too happy to be ill-natured, and the best of order prevailed. The records tell us that the casualties that occurred were few and unimportant, so that "the auspicious day ended without the intrusion of anything that would carry with it other than pleasant memories of the significant event which it commemorated." It was reserved for the next week to mark the beginning of the bridge with an event of gloom, when, on May 30, the panic occurred, resulting in the death of some and the injury of many. But this belongs rather to New York than to Brooklyn history, and has been duly noted in its proper place (Vol. I., p. 472).

The bridge was now open to the public if they wished to walk across, or to ride in their carriages, if they had any. In either case, they had to pay something, for the \$15,000,000 had to be met in some way. And now came to the test the crucial question put by historian Prime in 1845. Exulting in the conveniences of his five ferries, "on all of these," he proudly asserts, "steamboats are constantly plying, so that the intervals of their departure, at least on Fulton Ferry, rarely exceed three minutes, and the passage is made in three or five minutes. Under these circumstances, who would think of crossing on a bridge, if one stood in his way?" Notice the subtle irony of that last shot, "*if one stood in his way.*" A walk of a mile and more might indeed be something of an obstacle compared with the conveniences of a ferryboat, although teams and trucks and carriages might find it easier to keep on driving. So the bridge did not indeed fully become a rival to the ferries until provision was made to carry passengers across its mile of length. This was done by means of a cable-railway and the cars to run upon it, which were opened to the use of the public exactly four months later, or on September 24, 1883.



REAL ESTATE EXCHANGE—BROOKLYN.

The various steps since in the extension of bridge conveniences are familiar to all. The promenade was made free to pedestrians in due course of time, and later the fare on the cars was reduced to only five cents for two rides. And thus Mr. Prime's contemptuous question of

half a century ago, has been getting a pretty loud answer during the last few years. The last annual report rendered, for the year ending November 30, 1897, informs us that 45,542,627 passengers were safely transported between the two cities during that twelvemonth, yielding a toll of \$1,240,861.24! A bridge is not much of an obstacle if forty-five millions of people find it so little in their way as to persistently cross it to that number every year. Nor does the cost seem to have been excessive if a revenue can be counted on yielding eight per cent. of the original cost. Apropos of the figures given above, it is interesting to read a prediction by Dr. Stiles in 1869, when the project was still largely a conjecture: "It is believed," he writes, "that the bridge can furnish transportation for forty millions of people per annum, and this is the number that now travel across the various ferries of the Union Ferry Company. Before the bridge is built the traffic between the two cities will have doubled, so that if the ferries retained all their present custom, there will fall to the bridge a patronage equal to that now received by the ferry companies." We have just seen how nearly correct this forecast has proved, after the bridge and its use had thoroughly settled itself down as a part of Brooklyn life.

The problem of bridging the East River had now been solved, and a magnificent solution it was, patent to all eyes. There remained as yet the problem of conveying Brooklyn's rapidly growing population (and now bound to grow ever so much faster) as expeditiously and in as large numbers as possible to this waiting bridge. We can hardly conceive of it now, but it is perfectly true that on the day the bridge was opened and for almost precisely to the day two years later, Brooklyn people had no means of getting to it except by horse cars. It seems radically *un-American* that something better was not ready when the bridge was ready. New York had had its elevated roads for five years before that; it was not till two years after that Brooklyn had hers. Yet the work was under way even then, and its inception dates from the same year that the first caisson was sunk for the bridge towers. This occurred, as we saw, on January 3, 1870. On February 26, there was a meeting of consulting engineers held in Brooklyn to discuss this very vital subject of transportation. General McClellan was invited to preside at it, and the question definitely treated was, "the best means of traveling *through*, *under*, or *over* Brooklyn streets by steam power." Of these three alternatives, the *through* seems to have been the problem first attacked, for, as we saw, rapid transit, so called, was initiated on Atlantic Avenue in 1877. The *under* was still far behind, and has not even yet caught up with the others. But the *over* must have engaged active organized effort very soon, for in the same year that the inadequate "rapid transits" were running to East New York, the Union Elevated Railway (as it was later called) was already building the foundations for its pillars in that same section. Indeed, the work commenced on a day destined

to become famous, May 24, 1876, thus antedating the bridge opening by exactly seven years. This beginning, however, was far removed from its ending, and for several years before the bridge opening, as well as for two years after it, nothing was seen of an elevated road in East New York but those portions of it which were necessarily beneath the surface of the ground, except for an inch or so of granite stone above it. Companies were organized and plans and routes formulated, but somehow little was accomplished, the few, as usual, blocking the way of the benefit to the many by property considerations, fears of damages, suits for damages, or a general infatuation for "objecting" which possesses some people. By an act of the Legislature, passed May 21, 1874, and by another act amendatory thereof, passed May 22, 1875, a "body corporate and politic" was created, entitled "The Brooklyn Elevated Railway Company." This company was empowered to construct and operate an elevated railroad from the eastern (*i.e.*, Brooklyn) terminus of the bridge to Woodhaven. Thus we find that the Kings County "L" was incorporated by these acts. It resulted mainly in trouble for the city fathers. The route was defined carefully in the charter, streets and avenues and turns all put down in black and white. But it was desired to make some change in the route, and then came the trouble. The Aldermen granted the change, the Mayor vetoed it. Then as the Aldermen were preparing to pass the measure, certain citizens invoked an injunction from the courts forbidding the Aldermen to override their Mayor's veto, which, to a lay mind not going deeply into particulars, seems like carrying "government by injunctions" rather far. The Aldermen thought so too, voted again for the vetoed ordinance and passed it with a sufficient majority. This was done on December 31, 1881, and of the twenty-one Aldermen, seventeen voted for the objectionable, or rather forbidden, measure. However spirited this action may appear, it was somewhat hazardous nevertheless. Promptly on January 14, 1882, they were compelled to appear before the court to make answer for their disregard of its injunction. Naturally they pleaded not guilty of contempt, because they regarded the injunction as improperly restraining them in the exercise of their legislative powers. The plea did not avail, and they were condemned to pay a fine of \$250 each, and to spend from ten to thirty days in jail, from which decision, of course, they appealed to a higher court. The sentence, however, was finally executed upon them, and the proposed change of route, whatever it was, was never made. But the case illustrates how necessarily slow was the process of procuring "L" roads for Brooklyn.

A multiplicity of plans without an earnest pursuit of any because of the confusion produced, was another block in the wheels of progress. In 1881 there were four projects in various stages of construction or contemplation. First, there was the "Bruff" Road, later the

"Brooklyn Union." This was partially constructed, for the foundations were down very nearly all along the route, making a not very pretty showing, or very safe driving, along many of the Brooklyn streets. It had suffered calamity at the fountain head also, the place where the funds were to come from. for, alas! it was even then in the hands of a receiver. A second route was one devised by a second commission appointed to procure rapid transit, and was planned to run through Adams, Fulton, and Myrtle avenues. We do not exactly see where Fulton Street would have come in on that line, except at the end or beginning, at Fulton Ferry. But evidently this is now part of the "Union" Road, the "Bruff" having first run, and later abolished, their route through Park and Grand avenues, as far as Myrtle, this union giving origin to the title. The third and fourth projects have completely failed to materialize—an elevated road from South Ferry, through Atlantic and Fourth avenues; and an underground road parallel to Fulton Street. A practical measure would have been to make some kind of connection between the "rapid transit," that was doing its best to vindicate its name, and the bridge after it was constructed. It made the passage to New York from East New York, or Bedford, very little more expeditious to have to take a horse car from the one to the other. On June 11, 1883, Austin Corbin was before the Common Council with a request for permission to build an elevated road from the Flatbush Avenue Station to the bridge; but the petition was not acceded to. The completion of the bridge, however, had a stimulating effect upon the heretofore lagging operations on the Brooklyn Union enterprise. The work was pushed with increasing diligence and dispatch. A change of route was permitted through Lexington instead of Jefferson Avenue, striking Broadway further down, and on May 15, 1885, a portion of the road was opened for traffic. It ran from Fulton Ferry, through York Street to Hudson Avenue, so to Park Avenue, through Park to Grand, through Grand to Lexington, and so to Broadway. The portion from Hudson to Grand along Park Avenue, and from Park to Myrtle along Grand, was abandoned afterward, and the structure entirely removed, so that no one would now suspect there ever had been an elevated railroad here. Meantime, while the completed portion was procuring a revenue for the company, work was steadily pushed along Broadway to East New York. In the autumn of 1885 trains were running to Alabama Avenue, and rapid transit to the bridge was finally realized for East New York. It was only a little while before the next station was reached—Van Siclen Avenue,—which remained the terminus for some years. It is needless to remind those familiar with Brooklyn what developments of this system have since followed: the extension from Van Siclen Avenue to Cypress Hills; the construction of the line all the way down Broadway, thus reaching the Williamsburgh section with its ferries; the line on Myrtle Avenue, running out toward Ridge-

wood; the Hudson Avenue extension to Myrtle; the branch from Myrtle through Hudson and Flatbush to Fifth Avenue, and along the latter as far as Thirty-sixth Street, inviting the traffic to Greenwood Cemetery, and connecting at Thirty-sixth Street with the Brooklyn, Bath and Coney Island Railroad, where a handsome station was built. This portion of the system was ready for the public somewhere about 1889. But later the road was carried upon a lofty curve down toward Third Avenue, and old Gowanus was connected with the modern bridge as far as Sixty-fifth Street. But Brooklyn Union did not have the city all to itself; another enterprise was in the field. On December 25, 1883, there was a special meeting of the Common Council to take action on the report of its railroad committee. The Council was dealing with a dangerous subject, which had proved disastrous to the city fathers in previous months. It had, therefore, been fain to proceed cautiously, and had appointed a committee to see that all was right. The matter investigated was the expediency of granting a franchise to the Kings County Elevated, which had succeeded the company to whom a charter was given in 1874, and whose change of route had been disputed in 1881. The franchise was granted, stipulating that the work must be begun by September 1, 1884, and that the road must be in operation two years after that. The second condition was doubtless added in view of the dilatory proceedings on the other system. Other stipulations were that the company should pay two per cent. of its gross receipts to the city after its road had been in operation five years; and in order to protect the city from any possible damage one million dollars of its first mortgage was to be deposited in a Brooklyn or New York trust company. The work was promptly begun, and on a somewhat more expensive scale than that of the other road, the trusses and pillars being of steel instead of iron. The route was a simple one, following Fulton Street and Fulton Avenue as far as East New York, there running southward for several blocks, and turning eastward again, making its terminus also at Van Siclen Avenue. Its intention was to reach Woodhaven and Jamaica eventually, but connection with the latter is made now by trolley cars. The road was not fully in operation till nearly 1890. Its course is entirely conterminous with the old historic road from the Ferry through Breuckelen, passing over the spot where the church stood in the middle of the road. Then past Bedford it runs close to the former winding highway to Jamaica, along which the British stealthily crept into the Americans' rear in 1776. The only portion of the old road still existing, that going directly into the pass which should have been so carefully guarded, is to be seen at the point where the structure curves away from Fulton Avenue. From this point, too, can be seen the site of the old Howard Half-way Inn, part of which was still standing ten years ago.

We have strongly emphasized the absence of two persons from the

ceremonies at the opening of the Brooklyn Bridge—Hon. Henry C. Murphy and Engineer Washington A. Roebling. It can not be denied there was another conspicuous absence. Why was not Henry Ward Beecher there? Some one in power must have had a feeling of hostility to satisfy, and indulged it by excluding from the occasion of Brooklyn's chiefest glory one who alone could have done justice to it with the power of human eloquence. And his place in Brooklyn history—or rather the place he had made for Brooklyn in the eyes of the world—made a demand as loud as human ears ever heard that this son of Brooklyn should stand forth on such a day as that and speak for her as he alone could do it. But he was not there, and if some hostile soul was pleased with its doing in suppressing him, the pity of it may abide for the opportunity lost to the city to have had an effort of human speech to ring down the grooves of time and enhance the glory of the achievement celebrated. If it were meant to make the public forget Beecher, it was a pitiable failure, for he was brought more conspicuously forward to men's minds by the query forcing itself to every lip, why Beecher had not been asked to speak? than if he had spoken. No one could have given a more scholarly and elegant oration than Dr. Storrs; but no one would listen to it, read as it was, and at the end of a long service. On the other hand, no one would have failed to wait through even more prolonged exercises, and no one would then have listened with any abatement of interest or delight, if Beecher had been down on the program. But his turn for special honor came the next month. On June 24, 1883, he was 70 years of age,—70 years “young” as some one might have said,—and the citizens of Brooklyn determined to celebrate the occasion. The Academy of Music was engaged, and on the evening of June 25 (the 24th being Sunday), an immense throng filled that spacious auditorium to show their love and respect for this remarkable man. Certainly, Mayor Low was not the person who had done Brooklyn the bad turn of omitting Beecher at the bridge opening, for he graced this present occasion with his presence, and spoke in a very happy manner. There were addresses of congratulation and appreciation by prominent citizens of Brooklyn, and letters of like import from Dr. O. W. Holmes, John G. Whittier, Wendell Phillips, George W. Curtis, and other eminent men in every part of the land. Mayor Low, in a striking yet tasteful way, impressed upon the audience the length of the term that Beecher had served his church, during nearly all of which period he had been a famous man and bruited the name of Brooklyn as his own grew greater. “Mr. Beecher,” he said, “came to Brooklyn in 1847, and I came in 1850,” which was the year of his birth. Beecher, of course, was expected to make an address, and he did so, but it speaks well for his modesty and good feeling, that if ever he was placed at a disadvantage, or failed to master a situation, it was now. Of course he could not but speak well, and fluently, but it

was difficult to keep up the tone of the meeting and to continue to emphasize himself. At the beginning he naïvely remarked that he would rather be back again "in Manchester with the mob than here in Brooklyn now." At the close of the meeting the Rev. Dr. George E. Reed offered some resolutions, which were enthusiastically adopted, part of which read as follows: "As a man, by the integrity of his life and the purity of his character, he has vanquished misrepresentation and abuse, corrected and counteracted misunderstanding, and converted public admiration into personal affection."

A social event of some importance, although limited to a rather narrow circle, was the organization of the "Ihpetonga." It was the aim of this association to reproduce for Brooklyn something of what New York society knows as the Patriarchs. Let us regard the effort, or rather its results, also, as furnishing evidence that Brooklyn can show something in the way of metropolitan distinction, and is not any longer altogether and hopelessly provincial. The peculiar name selected is an Indian word, and those learned in that lore say that it means "the heights." Thus it may equally apply to the top-knot of society or to the locality in Brooklyn where most of that resides. We believe it was only the latter circumstance that Ihpetonga was intended to refer to. The organization is a purely social one, the chief aim of its existence, upon which it concentrates thought and energy all through the rest of the year, being an annual ball. The membership is intended to be composed exclusively of the representatives of culture and fashion in the city. It is restricted, therefore, to people of social prominence, descendants from old families whose members were active and influential in Brooklyn's early days. There were fifty original subscribers, and the number has not gone much beyond sixty since (it was that in 1893). Each subscriber is expected to invite two ladies and two gentlemen to the annual ball, and, therefore, with sixty members, this would make three hundred participants in the ball. The balls are held at the Assembly Rooms of the Academy of Music, which are elaborately decorated for the occasion.

The erection of Havemeyer & Elder's great sugar refineries, in 1883, calls attention to the fact that one of the most important industries of Brooklyn for many years has been the refining of sugar and the manufacture of molasses and syrup. This concern started their business in Brooklyn in 1857. Some of the refineries preceded theirs, and others have been planted there since, so that in all there were thirteen refineries in the city, in the old Williamsburgh section, or Eastern District, in 1883. One familiar with Brooklyn need not be told their location, being found all along Kent Avenue from near Division Avenue, or the vicinity of the Wallabout, well on toward Bushwick Creek. Latest of all a splendid refinery has recently been building on the point of land made by Newtown Creek and the East River, in what was formerly Long Island City. On January 9, 1882,

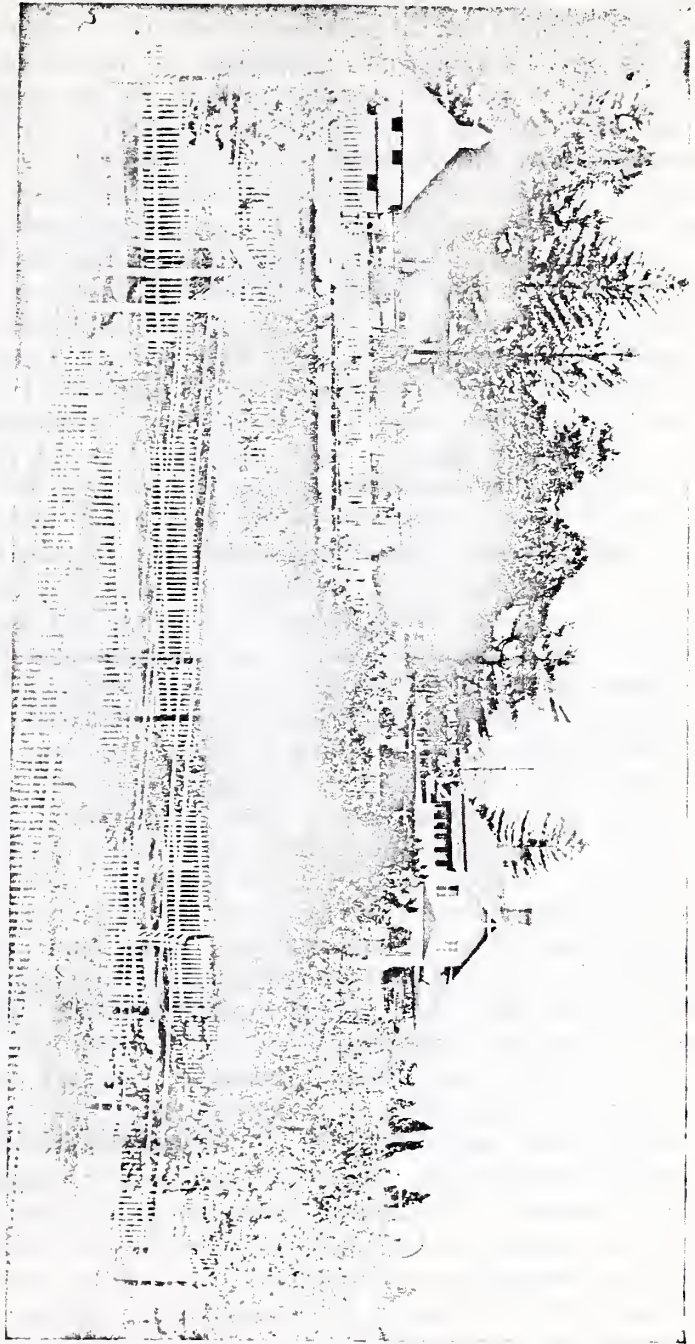
Havemeyer & Elder's refinery, on Kent Avenue, was destroyed by fire, entailing a loss of one million and a half, and throwing a thousand men out of work. But such a concern was not easily daunted, and it soon rose to greater things from even such a calamity as this. In the summer of 1883 they had their business in operation again on a larger scale than ever. They had erected two immense buildings, one the refinery proper, the other a filtering house, the former ten stories high, the latter thirteen stories, and covering the entire block from Kent Avenue to the river and from South Second to South Third streets. On the next block, between South Third and South Fourth, where the old refinery stood, a building six stories high was erected, for a warehouse. Again, on the east side of Kent Avenue, midway between South Third and South Fourth streets, is the boiler house, eleven stories high, and connected with the warehouse by a covered iron bridge. The new refinery has the capacity of producing 1,250,000 pounds of sugar *daily*. Putting all these great concerns together (and many of them have been lately put together with a vengeance, into a gigantic combination, or trust, called the American Refinery Company, which has provoked an investigation on the part of Congress), the sugar refineries of Brooklyn are estimated to be able to produce annually nearly a million and a half *tons* of sugar, and a correspondingly large quantity of syrup. This represents a sum of one hundred millions of dollars. Indeed, Brooklyn manufactures five-eighths of the entire production of sugars and syrups in the United States. The Erie Railroad has a freight depot near the refineries on Kent Avenue, which, by reason of this immense industry, ranks fourth in the amount of business handled of all the depots along their road. Large floats are continually passing between Jersey City and this depot, transporting trains.

Until this period Brooklyn had embraced only the historic towns of Breuckelen and Boschwyck. In 1886 she began the process of absorbing the outlying towns of the original Kings County. And the first of these towns to undergo the process was the eastern portion of Flatbush, that which had been assigned to the settlers by a later allotment and therefore designated the New Lots. As has been noticed, this section of Flatbush had been erected into a separate township in 1852, which action was superinduced by the access of population brought into it by the prosperity of the village of East New York, laid out for a city in the northwest corner of it in 1837. In 1880 the township of New Lots was put down in the census as having a population of 13,681. These thousands were subject only to the imperfect control of a town government, and yet the elements accumulating in this purlieu of a great city, or two great cities, needed something much more highly organized. It was also a tempting field for those who were apt scholars in the schools of municipal administration established by the Tweeds and McLaughlins of the vicinity.

A struggle for good government, the suppression of vice, the enforcement of liquor and Sunday laws became necessary in 1882, gallantly

led by some of the best people in the town, and drawing together men of all parties. The details of the causes leading up to this battle of reform are not savory, and are too much like those of larger places to need repetition for the sake of edification or instruction. But in 1882, encouraged by the triumph of reform in Brooklyn, the battle resulted in a victory for the good and pure here also, and the leader of the forces was placed at the head of the town government as Supervisor, Mr. Dittmas Jewell being elected to that position. The reform party was not so firmly seated, how-

SCENE NEAR AIRCROFT, STATEN ISLAND.



ever, but that in 1884 it was to some degree overthrown again. At least the enemy gained a point by electing in the place of Mr. Jewell, a

man of strong intelligence and eminent in the business interests of the place, a very inferior person, harmless indeed, but weak and easily manipulated, the keeper of a small candy shop. There was, therefore, no remedy but the destruction of the baneful town government by annexation to Brooklyn. East New York had been feeling the effects of the bridge, and the addition of the elevated roads, completed in 1885, to the facilities of reaching this section, soon produced a leap forward in population, and was dangerously enlarging the opportunities for corruption. The subject of annexation had been broached before. In 1872 a vote on it had been taken at East New York, and the vote stood three to one in favor of it. But Brooklyn was not at all anxious for this accession of territory then, and nothing came of the project. There was some effort required now to get a vote for it in East New York, the corruptionists seeing the danger of it for themselves. The measure had to go before the Legislature, and committees went to Albany again and again to see the Governor, both for and against. The requisite permission for the submission of the question to a vote of the people was finally secured, and when submitted the majority were found to be in favor. On May 13, 1886, the annexation bill was signed by the Governor and became law, going into effect on August 1, 1886, when New Lots township became the Twenty-sixth Ward of Brooklyn—the first consolidation since Williamsburgh and Brooklyn became one thirty-two years before. The development of the place has been very rapid since, the improved political or municipal conditions inducing people to seek residences, and the increasing rapid transit facilities (real now, and not merely nominal) rendering a residence here as convenient, and indeed more convenient, than in some parts of Brooklyn. But business also grew apace. Real estate operations on a large scale naturally followed. Farms of fifty, sixty, a hundred, and even two hundred acres, were sold at the rate of two thousand dollars per acre, and transformed into streets and lots and rows of dwelling-houses. Among the lands thus disposed of was the historic farm of Major Daniel Rapalje, of Revolutionary fame. This was now divided in ownership among three of his great-grandsons, Simonson, Henry, and Williamson Rapalje. The two former soon yielded to the pressure and sold their parcels, getting a good round sum. The third, the late Mr. Williamson Rapalje (all three are now dead), was of a more enterprising and long-headed nature. He had been known for years as "the prince of Long Island farmers," by reason of his bold and successful strokes of business in the line of market gardening. He was the first, for instance, to introduce cauliflower seed direct from Germany, paying \$200 a pound for it, and by skillful and scientific cultivation he raised the finest cauliflowers on the island, the heads being as white as snow and never less than from eight to ten inches in diameter at the top. For a long time the Boston market

men were the only ones that could supply the winter markets with squashes, as they possessed the secret of how to preserve them. So, at one time, Mr. Rapalje and another farmer paid a visit to the truck-farms near Boston, and by that single visit learned the one or two conditions necessary to secure the sweetness and perfection of the squash all through the winter. He and his friend at once built a "squash-house" at the cost of a thousand dollars, and the next winter New York did not have to look to Boston for its supply of squashes and pumpkin pies. In the present instance, Mr. Williamson Rapalje knew how to grasp the situation. He did not sell when his brothers did. He waited and meanwhile made improvements. One bold undertaking was the paving of Pennsylvania Avenue, the widest street in East New York (which ran through his farm from the village line to the New Lots Road), with Belgian blocks, curbing and sidewalking it throughout its entire length. When he was ready to sell he received a sum in excess of that obtained by his brothers for about the same extent of property, five times greater than this paving had cost him. The Rapalje brothers all retained enough of their land to form extensive grounds about their homes, and Mr. Williamson Rapalje's reservation embraced the original Rapalje homestead, which we have mentioned as having been the house where Colonel Ethan Allen was billeted when a paroled prisoner of the British.

One convincing evidence of the stimulus that business as well as residence and building trades received, was the organization of the Twenty-sixth Ward Bank, in the autumn of 1888. This was organized at a meeting held at the Hon. Ditmas Jewell's office, the capital determined on being \$100,000. At first quarters were rented, but the business warranting the undertaking, a handsome building was erected on the corner of Atlantic and Georgia avenues, in which the bank opened business in March, 1892. It added to the section what it sadly lacked, a really fine piece of architecture, although its scale is not a very large one. Its style is the French renaissance; the cost of the land was \$15,000, and of the building \$35,000. The principal vaults weigh 50,000 pounds, and are constructed of welded layers of steel and iron. Although Mr. Jewell, after creating from almost nothing a very prosperous business, had sought surcease from its cares in the mercantile line by leaving the concern in the hands of his son, the directors insisted that he must accept the Presidency of this bank. He consented, being seconded very efficiently in its management by the Vice-President, his son, John V. Jewell. The results are apparent in the prosperity of the enterprise as recorded.

CHAPTER XIII.

THE HIGHER LIFE OF BROOKLYN.



WE like to think of Brooklyn rather as the city of home-being, or home-coming, than as the City of Churches. The latter is no longer a very distinctive title for any city, town, or village in the land. They are all oversupplied with churches, three or four struggling ones in one small village, each gasping for existence and yawning with empty pews for attendance, where one good strong church would be filled and vigorous, and give far more evidence of Christian earnestness, as well as far more opportunity for Christian effort. There is no reason now why New York or Boston or Philadelphia should not be called a city of churches, any more than Brooklyn. But Brooklyn always was and is now the city where people have a chance to enjoy home-life. Call it New York's bedroom if you will—its abundant business energy and individual commerce are sufficient to mark it as more than a sleeping-place. Yet the phrase has in it the expression of a pleasing fact, that for thousands of people, who make New York the scene of their money-getting, Brooklyn is associated only with home and its dear companionships. And this has made Brooklyn people more sociable, more cognizant of other people, more neighborly, in short. In New York every man looks upon his next door neighbor as *per se* a man to be shunned, ignored, passed by, as if he were not, at best; and perhaps to be catalogued as an enemy, intruder, plotter against your peace, everything reprehensible and repellent, so that acquaintance is not to be thought of, and the quality of stranger must be strictly maintained. In Brooklyn the possibility of a different state of things is recognized. Advances may be slowly or coyly made, but they are made, and people on the same block, or in the same flat-house, do get acquainted, and become neighborly and mutually cordial and helpful, till friendship is at last frequently allowed to cement those who had been strangers before, upon the bare basis of contiguity of habitation. But, besides, Brooklyn, as the city of home-coming, of the return from business for so many myriads, should afford a very favorable field for the cultivation of all that belongs to the higher life, as we delineated the features of it in New York in a chapter in our previous volume. The rest from business to which men come hither in the evening, means surcease from material cares. Here, gladdened



THE WARREN MONUMENT IN PROSPECT PARK.

and stimulated by the ministrations of home's intercourse, the mere bread-and-butter side of life retires into the background. Men are ready now to think of other things—books, pictures, wholesome amusements, music, conversation, discussion, eloquence, the lecture, the theater, the opera. We shall not be surprised therefore to find evidences of the higher life of a city here as we did on Manhattan Island.

In the course of our narrative it has clearly appeared that much attention was paid by the citizens of Brooklyn, in various periods of the progress of the place, to the improvement of the mind. Aside from schools, of which more presently, there were numerous and commendable efforts on the part of men and women already shouldering the burdens and avocations of mature life, to promote intellectual culture. In November, 1830, a number of young professional and business men met to consider the forming of a literary society. It resulted in the establishment of "The Young Men's Literary Association of Brooklyn." The next year its title was changed so as to read "The Hamilton Literary Association." Out of this sprang the Brooklyn Lyceum, instituted October 10, 1833, of which Thompson writes: "The objects of this institution are intellectual and moral improvement, by means of certain specified committees, and by gratuitous public lectures." Thus the next month there was begun "a course of lectures by gentlemen of the City of New York," running through the winter, the initial lecture being given on November 7, 1833. These exercises were delightfully interlarded by what is somewhat surprising to us at this date, when we imagine woman is only just coming to the fore. Occasionally the course of lectures by gentlemen was interrupted by one of a series of essays, "principally from the pens of ladies." Out of this Lyceum again grew the Brooklyn Institute, of which later. Again we read that on October 19, 1841, a meeting was held for the establishment of a Brooklyn Athenæum, embracing a library and reading-room. We have to wait till January 31, 1852, however, before we learn that anything very definite came of that earlier movement. Then the organization was effected, "designed to promote the moral and intellectual interests of the youth of the city, more especially of that portion known as South Brooklyn." The name adopted as an incorporation was the "Brooklyn Athenæum and Reading-room." That same year their building was erected on the corner of Atlantic and Clinton streets. The library eventually was merged into what is now the Brooklyn Library, and many of the other departments are now equivalent to those identified with the Brooklyn Institute.

This eager and widespread desire among the people of Brooklyn to maintain and advance the pleasures and profits of knowledge and study, was no doubt due to the general diffusion of a love of learning produced by the excellent educational advantages for which the city

has always been noted. In our account of early days we have come repeatedly upon the establishment of this or that school. At the Ferry, in Bedford, in Gowanus, schools were provided for. Advertisements in the newspapers are continually announcing that in either of those places, or farther out at Flatbush, youth will be instructed in various useful branches—the ordinary elements—and also in the more liberal branches of Greek, Latin, and other such ambitious studies. When it comes to public schools we find no section without one—the Ferry, Gowanus, Bedford, Wallabout, and later, Williamsburgh and Greenpoint, become so many school districts, which it was only necessary to number and not to organize, when the city began to assume considerable proportions. By act of Legislature, the Board of Education was established in 1843. At that time the various districts mentioned numbered about eight, with one school within each. In 1852 there were fifteen schools. From that time they kept on increasing rapidly in number, and, what is better, in efficiency. If there is anything of which Brooklyn may well be proud, it is of her common-school system. It is administered with great care, and with no begrudging economy. The salaries paid to teachers are on the average much larger than those awarded to the teachers of the former New York City. The Board of Education was more than twice as large as that of New York, which may as easily be regarded as a disadvantage as the opposite, but was secured against that calamity by reason of the care in the selection of the men. As a result, in the present situation, with a central Board of Education and Borough School Boards, we find the Brooklyn Board composed of forty-five members, and that of the two boroughs of Manhattan and the Bronx of only twenty-one. Another significant circumstance called forth by the consolidation bears witness to the degree of efficiency to which the school system of Brooklyn must have been carried. When it was necessary to select a Superintendent of Schools for the whole consolidated city, the scope of the vastly extended and now greatly complicated work, as well as the dignity of such a position and the remuneration it could command in so wealthy a municipality, made it something to which the foremost educators in the land could look as a desirable place, the invitation to which was truly a compliment of the highest order. The Board of Education of the greater city had now been organized, constituted by eleven delegates from Manhattan and Bronx, five from the Brooklyn Board, and one each from the Boards of the other three boroughs. Presidents of colleges, and especially the former State Superintendent of Education, were approached; and the latter, now the president of a college, was actually elected. As he was so situated there that he could not honorably leave he recommended one whom he deemed most fit for the position. This gentleman had been mentioned before, but it had been thought impossible to unite a sufficient number of votes on him, because of

an antagonism due to rivalry between neighboring boroughs. But when now it came to a vote, in spite of any such unworthy opposition, he was elected to the place. The point in this rather round about account of a very simple transaction is that this gentleman had been for several years the Superintendent of Schools in Brooklyn. Much of the excellence of the work done in her schools must have been due to a person qualified for this larger work, and recommended thereto by the highest educational authorities. But at his disposal for making good teachers were various agencies. After the excellent training of the primary and grammar schools, the pupil was free to go on to higher branches of learning for the training of the mind and the enlarging of information, in either of two finely appointed and ably equipped institutions. These were, for boys, the Boys' High School, occupying a handsome building on the corner of Marcy and Putnam avenues, and for girls, the Girls' High School, with even larger buildings on Nostrand Avenue, running far back along both Halsey and Macon streets. To secure more special aptitude for the profession of teacher, guarded with such jealous care, but rewarded so generously, the aspirants for that work are required to attend for one year a training school, where their powers are tested in this particular line, after which they are given a provisional appointment of a year or more. When all these tests have been endured, the place of teacher is an assured one, not to be lightly taken away from an incumbent. In all this provision there is nothing essentially different from the processes adopted in the city across the East River, yet it is a fact that however excellent the reputation of the schools of New York, those of Brooklyn were generally held to be somewhat superior. Now to both are open the advantages and opportunities of the College of the City of New York and of the Normal College, forming the climax of the common school system, which set out originally to equip the youth of the city only with the plainest elements of education—reading, writing, arithmetic,—and proposes now to give to the poorest citizen's boys and girls the opportunities afforded to the richest for placing his children in the proudest positions in professional or civil life.

Aside from her common or public schools, Brooklyn has won a name for herself by the superior quality of some of her other educational institutions. Of these Packer Institute and the Polytechnic stand side by side, and are ever associated in the mind in a discussion of this subject. Their history, too, may be traced to a common source. As far back as 1829 the "Brooklyn Collegiate Institute for Young Ladies" was incorporated. A goodly sum was raised for a building, and a handsome substantial one put up. But that effort seems to have exhausted the enterprise, and in a few years there was no school, but the "Mansion House" remained to become familiar to later Brooklynites as a family hotel or large boarding-house. Not dis-

couraged by this failure, in 1844, a number of citizens again addressed themselves to the task of founding an institution which should afford a higher education to women. A more firm and lasting basis was secured for this, and in 1845 the association was incorporated under the simpler title of "Brooklyn Female Academy." This proved a great success. In 1852 its income from tuition alone was \$20,000, and six hundred young ladies attended daily. Then came a disaster which only led to greater things. The Academy occupied two buildings, one measuring seventy-five by one hundred feet, and four stories high, the other fifty feet square, and of an equal height. Here were classrooms, library, laboratories, cabinets of specimens, and dormitories for the many pupils from abroad. On January 1, 1853, this entire property was destroyed by fire. The school work was not interrupted, the classes being at once transferred to the Brooklyn Institute Building on Washington Street, and three days after the fire a note came from Mrs. Harriet L. Packer, stating that it had always been the intention of her deceased husband, William S. Packer, to give a sum of money for founding some institution of learning. By the event of the last few days she was now determined to carry out that purpose in the way suggested thereby. "What I contemplate in this," so she wrote, "is to apply \$65,000, of Mr. Packer's property, to the erection of an institution for the education of my own sex in the higher branches of literature in lieu of that now known as the Brooklyn Female Academy." The gift, of course, was accepted with alacrity, and it at once induced the trustees to expand their work. As a corporation the Female Academy was dissolved, and a newly incorporated institution formed under the name of the Packer Collegiate Institute. Gratified by this recognition of her husband's or her own generosity, Mrs. Packard made an additional donation of \$20,000. A building was at once begun, and was ready for occupancy November 9, 1854. It is a familiar object to all Brooklyn citizens, standing, as it does, on Joralemon Street, between Court and Clinton, and reaching back to Livingston. In 1886 an addition was built measuring twenty-eight feet front on Joralemon, and one hundred feet deep, devoted to laboratories, and having a gymnasium on the first floor. The privilege of appointing trustees was extended to Mrs. Packer, which she continued to do up to the time of her death, at a date so recent as 1892. Dr. Alonzo Crittenden was chosen the first director or principal, in which capacity he served until 1883; in that year, Dr. Truman J. Backus, Professor of English at Vassar College, was elected to the office, which is now called president. Packer Institute for a long time occupied a unique position among educational institutions in America. It was without a peer until 1865, when Vassar began its career; after that the students were mainly confined to those resident in Brooklyn. But while this and other similar colleges for young women have risen to higher ranks, still so excellent is

the work done at Packer that her graduates are admitted to the junior or sophomore classes of these institutions upon the mere diploma, without further examination. Its corps of teachers numbers as high as fifty-three, of which forty-six are women. At the opening in 1854 the pupils counted three hundred; recently the figure stood between seven hundred and fifty and eight hundred.

By Mrs. Packer's munificence, induced by the disaster of the fire, the single host became a double one—the trustees of the “de-”corporated Female Academy establishing themselves at once as trustees for a school of a similiar character for boys. Thus originated the Brooklyn Polytechnic Institute. It was opened in 1855, and met with the most gratifying success from the beginning. In 1869 it was



REV. DR. RICHARD S. STORRS.

allowed to confer the degree of Bachelor of Science, because its course was so largely devoted to scientific studies. In 1880 the increasing number of attendants compelled a considerable enlargement of the building, and a wing was added on the east side, which was supplemented by a west wing in 1885. In 1882 an entirely new laboratory was added, provided with all the more modern appliances, while the important accession of an astronomical observatory was realized in 1887. Two years later the humble boys' scientific school was formally and officially given the style of the Polytechnic Institute of Brooklyn, and in 1890 all the powers of a college were conferred upon

it. There were no less than eight hundred students in attendance then, and ever more pressing for admission. Hence a new and large building was erected in 1891, of the beautiful Romanesque order of architecture, at a cost of \$350,000, fronting one hundred and seventeen feet on Livingston Street, with a depth of one hundred feet.

Mention must also be made of another collegiate institution within the bounds of Brooklyn—the Adelphi Academy, later Adelphi College. The feature which distinguishes this school from Packer and Polytechnic, is that pupils of both sexes are admitted to it. Its name is derived from the fact that it originated in a private school started by two teachers who had been connected with the Polytechnic, at 336 Adelphi Street, in February, 1863. They soon sold out, however, to

Mr. J. Lockwood, who opened the school in September with eleven pupils. Their numbers grew apace, reaching three hundred in 1867, meantime Nos. 338 and 340 having been added to the house first occupied. In the latter year the cornerstone of the present building was laid on Lafayette Avenue. A new impulse was given to the enterprise in 1886, when Mr. Charles Pratt gave \$160,000 for a new building. This was erected on the corner of St. James Place and Clifton Place, and connected with the other building fronting on Lafayette Avenue. About the same time collegiate privileges were acquired, before this the young people having been merely prepared for other colleges. In the way of university advantages, Brooklyn as a city rejoiced only in a school for physicians. The Long Island Medical College was organized in 1860, the first full course of lectures being then given. Twenty-one students graduated the next year. The old Perry Mansion on Henry Street was first utilized as it was, and afforded sufficient accommodations. But now the whole front of the block between Pacific and Amity streets is occupied by a group of buildings, in use both for the instruction of classes and as hospitals for the sick. On the opposite side of the street on Henry stands the Hoagland Laboratory, erected by the munificence of Dr. C. N. Hoagland, who also gave sufficient funds for the maintenance of the laboratory. Last of all a large edifice was erected on the corner of Amity and Henry, the gift of the widow of Henry D. Polhemus, who was for twenty-three years a member of the Board of Regents. With perhaps pardonable partiality it is the conviction of many Brooklyn men that "these combined buildings and the facilities for teaching the art of medicine which they afford, in the hands of the scientific body of men who compose its faculty and managers, provide a teaching plant unsurpassed by any in the country." It may be just possible, however, that a diploma from another institution of a similar kind in the great City of New York would be of more service in distant parts of the United States, or even in Europe, than one from the Long Island College Hospital, however excellent that may be. At any rate, Brooklyn has reason to congratulate itself on this one more evidence of a higher life.

We can not dismiss the subject of educational institutions as an evidence of such in Brooklyn, however, without some account of the Pratt Institute. Modeled after that pride and boast of New York, the Cooper Institute, it has really a much wider range, resembling more closely the art schools of Keswick and South Kensington, the technical schools of Whitechapel Guild, or the Handicraft School of Birmingham, in England. Yet again, it has so many features that are entirely original that the Pratt Institute must be reckoned as the most important school of its kind in the United States, if not in the world. It was founded, like the Cooper Institute, by a man of plain antecedents, who had risen from poverty to great affluence. This was

Mr. Charles Pratt, a manufacturer, or refiner, of oil, on an immense scale. The land for the projected institute was bought in 1884, and work begun on the building the next year. A charter was secured in 1887. Mr. Pratt had had the scheme in his mind for about twenty-five years, his purpose being "to afford such instruction as shall enable men and women to support themselves by applied knowledge and skilled handicraft in various industries." To accommodate those already engaged in earning a livelihood, many of the classes are held in the evening. Neither is it forgotten that people of that class have self-respect; to save their feelings as mere recipients of charity, and also to insure earnestness and regularity in their work, charges are made from \$2 to \$30 a term for certain courses. The Pratt Institute has now become a familiar landmark of Brooklyn. It stands on Ryerson Street, between DeKalb and Willoughby avenues, the buildings reaching back to Grand Avenue, where thousands pass them every day in the elevated railway cars. The main building is of brick and terra cotta, one hundred feet wide and fifty deep, with a wing attached measuring thirty-seven feet by fifty. The height is six stories. On the first floor is the library, which has space for 30,000 volumes; the actual number now collected is 20,000. Any resident of Brooklyn over fourteen years of age may on application, with proper reference, have the privilege of using the books, drawing them out for home-reading. The curriculum embraces classes in ethics, in the problems of social and political life, and some other branches of a more abstract utility. But the main effort is directed toward arts and occupations of practical business and wage-earning existence. Domestic science is pursued with great assiduity; dressmaking, millinery, and art needlework being taught; there are three courses in cookery, with twelve lessons in each, and the fruits of that labor are used in furnishing luncheons in two restaurants, one on the floor of the cooking-school, and one in the basement. The commercial course includes bookkeeping, shorthand, and typewriting. Painting and free-hand drawing are taught, also designing, wood-carving, clay-modeling. One of the recent additions has been a new art-building, which contains a large auditorium, a museum, an art-department for exhibitions. The library is to be transferred to this also. The buildings set apart for the mechanic arts cover a space of two hundred and forty-seven feet by ninety-five, and are from one to three stories high. These contain dynamos for lighting and engines for heating, as well as for furnishing power to the shops. The Mechanics' Arts Course is arranged to cover three years, and there are forges and anvils for classes of twenty-five pupils at once. The foundry has a twenty-inch cupola, brass and white metal furnaces, and a core oven; while there are engines, lathes, drilling machines, planers, and all such appurtenances galore. Art castings

in iron and bronze are made a specialty. The building trades also receive a due share of attention, there being classes in bricklaying and building of frame houses. Plumbing is taught with particular thoroughness, and it includes a course in sanitary engineering, with accommodations for fifty-four pupils. Not only are the young people in these various ways taught how to earn money, but there is also a department teaching them how to use it and care for it. This is done through what is called the "Pratt Institute Thrift Association," which has an investment branch and a loan branch. In 1891 the Froebel Academy on Lafayette Avenue, opposite Tompkins Square, was purchased from the association of ladies and gentlemen who had started a kindergarten there, and thus that work was taken up also by the Institute. In addition to all that has been mentioned, instruction in music is also given, and a school in library work has been organized. At the end of four years a report was able to announce that 3,232 students had attended the various classes. The endowment fund provided for the Institute amounts to two millions of dollars, and the resources of various kinds it can draw from run up to \$835,000 more. These figures, of course, put quite into the shade the munificent donation of \$600,000 wherewith Cooper Institute was founded, although doubtless the sums subsequently given by Mr. Cooper in maintaining his work amount to much more.

We began our account of New York's higher life with a review of her libraries. The libraries of Brooklyn also furnish interesting history. Thompson tells us that the Apprentices' Library Association was formed as long ago as 1824, and that the cornerstone of its building was laid by no less a person than Lafayette, who was then on a visit to the nation. This doubly interesting event took place on July 4, 1825, and was described at length in the *Eagle* of July 3, 1858, by its editor, the famous poet, Walt Whitman, who was an eyewitness of the ceremony at the tender age of six. He says: "The greater part of the show consisted of the Sunday and other schools. The day was a remarkably beautiful one. The boys and girls of Brooklyn were marshaled at the old ferry in two lines, facing inward, with a wide space between. Lafayette came over in a carriage from New York and passed slowly through the lines. The whole thing was old-fashioned, quiet, natural, and without cost, or at the expense of a few dollars only. After Lafayette had passed through the lines, the people who had congregated in large numbers (women and girls as numerous as men), proceeded in groups to the site of the new building. The children and some of the citizens formed a procession and marched from the ferry to the same spot. Arriving there we recollect there was some delay in placing the children where they could see and hear the performances. Heaps of building materials, stone, etc., obstructed the place. Several gentlemen helped in handing the

children down to stand on convenient spots, in the lately excavated basement; among the rest Lafayette himself assisted. The writer well recollects the pride he felt in being one of those who happened to be taken in Lafayette's arms and passed down." Before this the library had been stored in a frame building at 143 Fulton Street, belonging to a Mrs. Suydam, who charged but a nominal rent. Yet the enterprise was commenced under difficulties, and the community was hardly ripe for it. For more than twenty years no money could be obtained for the purchase of books. Donations in books, pamphlets, and papers were solicited from house to house, and collected by each so-



TABLET IN PLYMOUTH CHURCH.

licitor, two days after notice, in a wheelbarrow. In 1844 the first purchase of books was made, at the magnificent figure of \$155.40. The building erected with so much eclat in 1825 was sold to the city for \$11,000 in 1836, as the library had fallen into almost total disuse, and its promoters and patrons had either died or moved away. The books were transferred to the Brooklyn Lyceum, whence in turn they passed over to the Brooklyn Institute. The building was utilized by the city for public offices and the holding of courts, pending the erection of that ambitious City Hall, which never materialized.

The Brooklyn City Library was incorporated in 1839. We find

among the names of its charter members that of Henry C. Murphy, so constantly identified with those works of love which were calculated to bless and elevate the citizens of Brooklyn. It was planned on the lines of the Society Library of New York, each subscriber being entitled to one share for every \$25 paid by him. The library gathered about 3,000 volumes, but there was no great call for them, and gradually the books were transferred from the care of one society to another, until finally they were divided between the Apprentices' Library and Long Island Historical Society. Its name only is of interest to us now, for the Brooklyn City Library is a very vigorous and successful affair, but in no way the direct successor of its former namesake. Its history makes us acquainted with the "Mercantile Library Association" of Brooklyn. This was the result of a discussion invited at a meeting of about twenty gentlemen at the Athenæum in October, 1857. A call was issued signed by about six hundred people, and a public meeting was held in November, at which a large number of citizens were present, and nearly thirteen hundred dollars were pledged. The organization was therefore fully effected, and work begun in the building of the Athenæum, which was offered rent free for five years, with the use of its library and reading-room, as well as of other rooms for classes, debating societies, public lectures, and board meetings. The Athenæum library was united with the other, and \$800 annually pledged for adding new books. Under these favorable auspices the rooms were opened to members and the public in May, 1858. By January, 1859, the number of books had increased to 11,400. The number of volumes taken out during the eight months then elapsed was over twenty thousand, by 1,350 different individuals. A course of four lectures given gratuitously by such eminent speakers as Beecher, Storrs, Chapin, and Curtis realized a handsome return for the Association. In 1864 a subscription was inaugurated for the erection of a building of its own, the five years of free rent having expired. Ground was bought on Montague Street the same year, but building was not begun until 1867, and on January 18, 1869, the new library was opened to the public. The cost of it was \$227,000; fronting seventy-five feet on Montague Street, it has a height of three stories, and with the prevalence of the pointed arch in windows and doorways, indicates the Gothic style. In 1892 the library possessed 113,251 volumes. Its name was changed to the "Brooklyn Library" when it went into its new quarters, and by this it has become familiar and endeared to all those who rejoice to observe in Brooklyn people a devotion to the pursuit of intellectual advancement.

From libraries the transition is a natural one to those who write books. Brooklyn has been the home of a few of those whose fame has gone throughout the land. Not to speak of the clergymen who are also known as authors: Storrs, Beecher, Chadwick, Cuyler, Tal-

mage, Abbott, and many more, we mean more particularly those whose sphere was literature exclusively. Perhaps the most widely known name among these is Marion Harland (Mrs. E. P. Terhune), whose home was in the city during several years that her husband was pastor of prominent churches there. Another, whose fame began when he was a resident elsewhere, is Will Carleton, now for many years a loyal and affectionate denizen of Brooklyn. It is true some critics have a way of sneering at his productions, and find them a butt for the exercise of their wit. But true feeling, genuine pathos, and homely humor are by no means absent from his pages, and keep them the cherished possession of many a home, although, perhaps, the vein that he possesses is worked a little threadbare, and the method of stringing the pieces together is hardly as happy as Chaucer's. Yet we can not say that Longfellow displayed much more artistic ingenuity in amalgamating the stories of the "Wayside Inn." A dear personal friend of Marion Harland and a next door neighbor, was Mrs. Margaret Sangster, the author of "Poems of the Household" and other collections of short pieces, which display genuine lyric power, exquisite home feeling, and a pronounced grace in versifying. It is a curious fact that these three writers, so well known to the American reading public, all lived for some years on the same block on Greene Avenue, between Bedford and Nostrand avenues. Two more female writers must be mentioned, whose homes were in Brooklyn, Helen Campbell and Anna Katharine Green. The latter had tried her hand at various stories without much success, after which she attained extensive fame by detective stories, such as the "Leavenworth Case," and others. Brooklyn may also proudly reckon among her residents two authors who are her own from boyhood up, having attended the Polytechnic Institute at the beginning of their education, and still doing their work in their Brooklyn home. Their home is one, for they are brothers, Worthington C. Ford and Paul Leicester Ford. The former had so distinguished himself by statistic studies and writings that he was placed at the head of the Bureau of Statistics at Washington, D. C., by President Cleveland. In that position he more than fulfilled the expectations raised by his former work. When he was dismissed the other day to suit the disgraceful exigencies of political life, a cry of indignation went up on every side from the most respectable journals of the land. One spoke of Mr. Ford as "a statistician of severe training, of long experience, of entire impartiality, of great skill and sagacity, and his reputation is as high in other lands as at home. He has made the Bureau of Statistics authoritative. He has served with perfect fairness under Republican as under Democratic administrations, and his service has been of the greatest value to the Government and to business men. He commands and deserves the implicit confidence of all who know him

and his work." But all this merit does not avail against the word of a man who puts a President in office, and when that word involves the removal of so excellent an official from a position requiring just the qualities and training of Mr. Ford, it is supreme against every other consideration, unless the President is made of very stern stuff indeed. So the removal was made, "an act," as the same journal well characterizes it, "so despicable that it is not easy to describe it adequately." Thus Mr. Ford retired to Brooklyn to continue his useful line of labor in a more private capacity. It is not necessary to say for what his brother Paul Leicester Ford has become famous. First there was "Peter Stirling," published in 1894, and gradually winning its astonishing popularity during the next year, so that now it is one of the six best selling books on the market. Next there was the "Story of an Untold Love," almost equally successful. Then came "The True George Washington," setting forth popularly the Father of his country in historical, not fictional, form, and the best-bought book of history that has appeared recently. Mr. Ford's work had always lain in the direction of historical study, especially of Revolutionary times. Other branches of investigation in which he and his brother engage jointly are genealogy, and the history of editions of American books. Yet it is well known that "Peter Stirling" deals with no historic situations back in the Revolution, but with the problems or amenities of practical politics going on among the men of this generation. Much conjecture was aroused as to who was meant by the hero. The author himself, in a conversation recently published, said: "I don't blame people for thinking that Peter Stirling is Grover Cleveland, for really there are many points of resemblance. But the fact is that Peter Stirling is no one in particular. He grew out of my political experiences right here in the First Ward of Brooklyn some years ago." This interesting pair of brothers, so eminent in literary pursuits, live on Clark Street, Brooklyn Heights. A description of the workshop where their labors are performed will not be out of place, and will add to the pride Brooklyn may well feel in the fact that there are those in her midst who have carried devotion to the higher life of the intellect to so great a height. A visitor writes: "The house itself is curious enough, with its broad drawing-rooms on the second floor, its plain unassuming front, and its general air of a dwelling of half a century ago. But the library is by far the crowning feature. It is a great, almost square, apartment, a room 50 by 60 feet, made by building over the entire yard of the old Ford home. A huge square skylight in its center pours in a flood of sunlight, and several side windows add to the illumination. Along the four walls, in a line that is practically unbroken, stretch lengths of high bookcases, their bases honeycombed with shallow, broad, and deep pasteboard boxes containing rare autographs, pamphlets, and

memoranda of the greatest value. Here, below, and elsewhere about the house, for the library shelves have overflowed, are at least 100,000 volumes and pamphlets, a collection unequaled in its field, — that of Americana." Mr. Paul Leicester Ford is still very young, scarcely thirty-three. Ill-health in his boyhood days forbade his going to school, but his brother attended the Polytechnic Institute. The great library, however, was already in existence, having been begun by their father, and the younger Ford was left to roam at will among its treasures, with the excellent results that have made him a famous litterateur and a historian of profound learning and vast erudition in the very heyday of young manhood.

There are two other literary institutions, whose existence and prosperity emphasize the general interest in intellectual pursuits which characterizes the people of Brooklyn. It has been our fortune to attend but one or two of the readings or lectures at the hall of the New York Historical Society. And it may be truly said that never at all the many such exercises which it was our privilege to attend in the Long Island Historical Society, was there seen so small a number of auditors. Their hall is much larger than the one in New York. Yet at no time did we see it less than half filled, no matter how "dry" the subject promised to be. And more than once, with a particularly fine treat before them, the demand for cards of admission distributed by members was such that the capacity of the hall was greatly exceeded, and the lecture had to be transferred to the Academy of Music. The origin of the Society dates back only thirty-five years. In response to a call sent out by the Hon. Henry C. Murphy and several other gentlemen, some from Brooklyn, some from Kings, some from Queens, and some from Suffolk counties, a meeting was held March 3, 1863. At this the resolution was adopted to establish a Long Island Historical Society, whose object should be "to discover, procure, and preserve whatever may relate to general history, to the national, civil, ecclesiastical, and literary history of the United States, the State of New York, and more particularly of the counties, cities, towns, and villages of Long Island." The movement met with instant and marvelous success. The organization and incorporation took place that same spring. "Accommodations for a library," says Dr. Stiles, "were promptly secured in the Hamilton Building, corner of Court and Joralemon streets, contributions of books, pamphlets, etc., poured rapidly in, and the Society started upon a career of active usefulness, hitherto unequaled by the history of any similar institution in the country." In the course of the years this extraordinary success warranted the bold project of erecting a handsome building of their own. This was done and the present familiar edifice erected on the corner of Pierrepont and Clinton streets. It was finished late in 1880, and formally opened to the public in January, 1881. On the ground

floor, on a level with the street at the entrance, and sloping down at a convenient grade for the purposes of a lecture hall, is the Auditorium, which will seat nearly eight hundred people. On the second floor is the library, and a museum of historical curiosities, started in 1864, displays its unique treasures on the top floor. The library of the Society contains not so great a number of books, about forty-five thousand, but attention has been paid especially to rare books. It has the original edition of Audubon's "Birds of America," and also the "Cabinet du Roy," consisting of 49 volumes. Dr. Henry R. Stiles, the histo-



TALMAGE'S LAST TABERNACLE.

rian of Brooklyn, was its first librarian. The Society, like its prototype in New York, has done some valuable service to the public in issuing from the press volumes of special interest. It was but natural that the Battle of Long Island, which many, with a great show of reason, think ought to be called the Battle of Brooklyn, should engage its intelligent attention and the expenditure of some of its funds. An account of it, the result of the most painstaking modern researches, was published in two volumes, edited by Professor Henry

P. Johnston, of the College of the City of New York. Another publication was that of the unpublished letters of Washington, edited by Moncure D. Conway. But perhaps the most interesting book of all was that *Journal of Two Travelers in 1679*, which is usually referred to as the *Labadists' Journal*. The discovery of this journal was due to the diligence and historical acumen of the Hon. Henry C. Murphy, one of the founders of the Society, and an ex-Mayor of the city. In 1857 President Buchanan appointed Mr. Murphy Minister to The Hague. This gave him fine opportunities for following up clews of historical interest suggested by his previous searches into the early records of Brooklyn. Many articles came from his pen, elucidating the subject of the first emigration from Holland, and also that of the peculiar names borne by many of his fellow-townsmen. But matter of a more permanent character came to his hands. He discovered in the original manuscript this journal of Dankers and Sluyter, two Labadist sectaries, who came out to America to look out for a good place for a settlement or colony of their co-religionists. He saw at once of what immense importance these written pages were. They gave a picture minute and true of everyday life in New York, on Long Island, on Staten Island, in New Jersey, and many other places, at the very heart of the Colonial Period. The manuscript was translated by his order, and the Long Island Historical Society published it, making a good-sized octavo of it. It is indispensable to the study of colonial days in and around New York, and the fact that every writer who has to deal with the subject eagerly scans its pages, and quotes largely from it, shows how great a desideratum such a work was. But this was not all. Mr. Murphy made another remarkable discovery. We have already alluded to it in a previous volume, but it will bear repeating here. This was the letter of Rev. Jonas Michaelius. It was found among a lot of dusty documents in the possession of an official of a civil court in Holland. The letter was dated August 11, 1628; it was unearthed in 1858, and it told the world that there was a minister of the Reformed Church on Manhattan Island five years before the time it had hitherto been thought there was one there. It gave also a clear insight into conditions at Fort Amsterdam at the very beginning of colonization. Mr. Murphy had this letter translated, and a facsimile of it published, together with the translation. The original was afterward secured by Librarian Moore of the Lenox Library, where this invaluable document now reposes.

More than once we have had occasion to mention the Brooklyn Institute. We have noticed how one after another of several literary enterprises finally ended in being absorbed by, or becoming a part of, this institution. In this way we must trace its roots to the Apprentices' Library Association, of which we have already spoken. This declining, the books and classes were transferred to the building of the Brooklyn Lyceum, on Washington Street, near Concord. The

Lyceum had been organized in 1833, and in 1841 had been able to erect a substantial building of granite; but it did not prosper, and in 1843 the Apprentices' Association purchased its edifice. At the same time an amended charter was obtained from the Legislature, and the name of the corporation changed to the title now so familiar, the "Brooklyn Institute." One whose name is inseparably connected with the Institute was Mr. Augustus Graham. The old Lyceum building was heavily mortgaged, and the sum raised to pay for it by the Apprentices' Association had also left a mortgage for them to bear. On July 4, 1848, Mr. Graham paid the mortgage and gave the building free from all incumbrance to the Trustees of the Institute. Dying shortly after, it was found that by his will he had bequeathed \$27,000 to it as a permanent endowment fund, to be utilized in three different ways: \$10,000 for the support of lectures on scientific subjects, and for the purchase of scientific apparatus and collections; \$12,000 for the securing of lectures on Sunday evenings on "The Power, Wisdom, and Goodness of God as Manifested in His Works," and \$5,000 for the maintenance of a School of Design, and in establishing a Gallery of Fine Arts.

In spite of this great benefaction, the institute did not greatly flourish for several years. Its building was deemed rather unadapted to modern needs, and in 1867, thirty thousand dollars were expended in remodeling it, with the result that the chief efforts of the institution were directed during twenty years toward taking care of and getting rid of a mortgage, necessitating the use of the income of the Graham fund for this mundane purpose rather than for the advancement of the intellect of Brooklyn's citizens. Thus for twenty years it did no more than circulate the books of its library, conduct classes in drawing, and secure annual addresses on Washington's Birthday. In 1887, however, with the mortgage gone, the Institute took on new life. It was almost entirely reorganized. Its membership was divided into departments, each representing a different branch of art or science, each department forming a society by itself, yet in one association with the others. This new arrangement at once attracted citizens interested in various branches of science: the Brooklyn Microscopical Society became the Institute's Department of Microscopy; the American Astronomical Society, most of whose members happened to reside in Brooklyn or New York, became the Department of Astronomy, and added thirty-two members, and the former society added sixty-four; the Brooklyn Entomological Society, with forty-one members, became its Department of Entomology; the Linden Camera Club of Brooklyn, twenty-six strong, became its Department of Photography, and, in addition, there were formed the Departments of Physics, Chemistry, Botany, Mineralogy, Geology, Zoölogy, and Archæology. These twelve departments now (1888) began to hold monthly meetings. During the season of 1889-90 great prosperity attended the

work of the Institute. The membership was more than doubled, and eight new departments added: Architecture, Electricity, Geography, Mathematics, Painting, Philology, Political and Economic Science, and Psychology. The number of lectures given was increased from ninety to two hundred and thirty. In 1891 the Department of Music was added, and in 1892 that of Pedagogy, with a membership of two hundred and six. The encroachments of the bridge upon Brooklyn territory along Washington Street had now reached the old Institute Building, and it had to go, but it derived a sum of \$72,000 from the sale of the property. The work of the Institute had before this begun to affect the minds of public men. It was deemed desirable to erect a museum, something like those on Manhattan Island, and in 1891 the Legislature at Albany authorized the city to expend \$300,000 for the erection of a proposed Museum of Arts near Prospect Hill. Accordingly, a splendid site was set apart for it upon the Eastern Parkway Boulevard, from Washington Avenue to the Prospect Hill Reservoir. Upon this it was proposed to build an edifice of enormous proportions. A mere corner of it—the northwest wing—was finished, and was thrown open to the public on June 2, 1897, which would be considered a pretty large structure if we did not have to compare it with the plan of the whole, which demands a building five hundred and fifty feet in length on each of four sides, three stories high and basement. Meantime the twenty-seven departments, into which the Institute has grown at present, go on with their work in various parts of the city. The lectures, class exercises, and other educational gatherings count more than three thousand, and the attendants at these numbered during the last year, 334,672, the membership being now 5,375. The charter of the Greater New York includes provisions for the continuance of all laws affecting the Institute. An annual sum not exceeding twenty thousand dollars is authorized for the care and maintenance of the Museum Buildings; and the charter also secures for it the establishment of a Botanic Garden on the Park lands south of the Museum site.

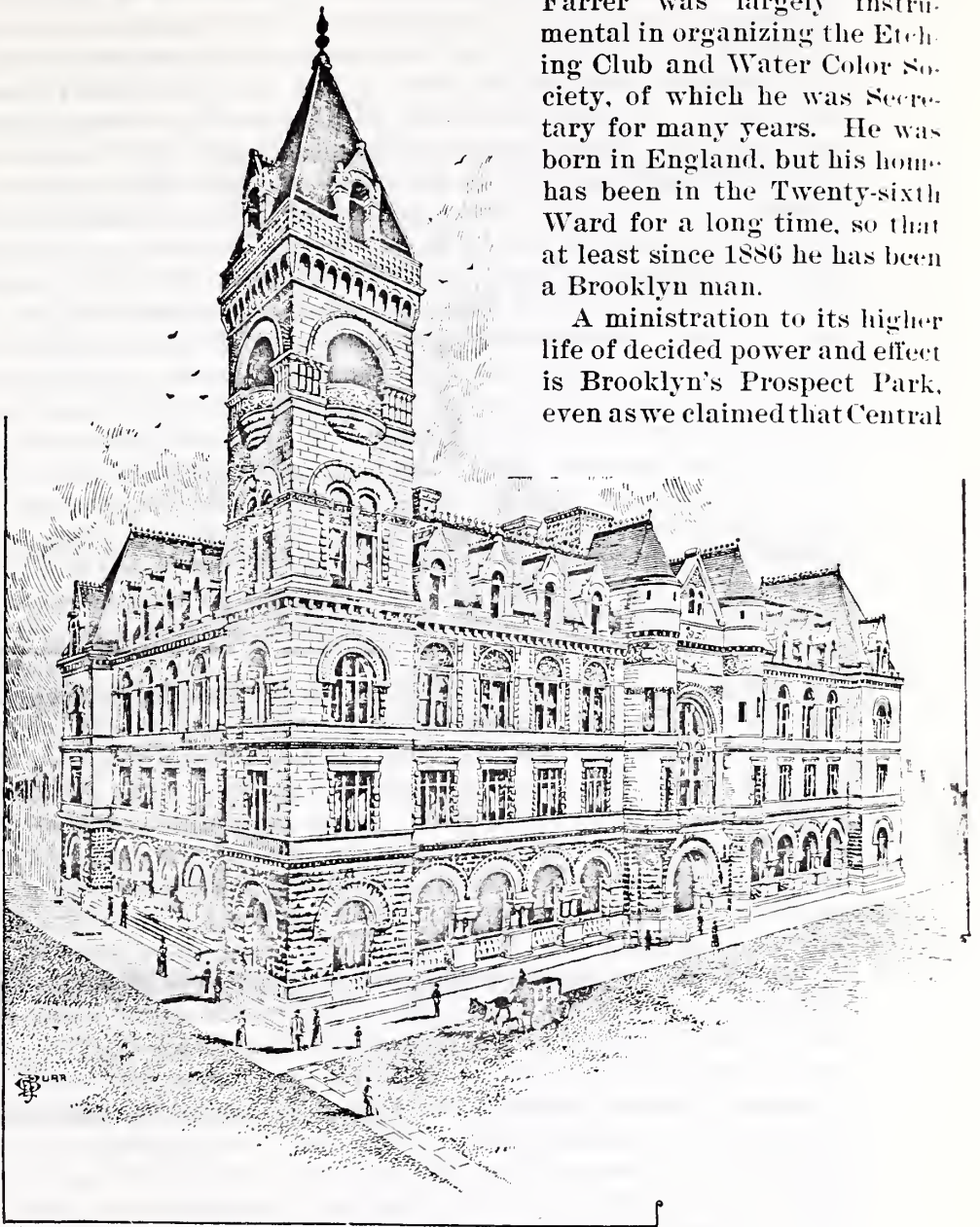
The history of art in Brooklyn deserves more than a passing notice. It has been noticed that Mr. Augustus Graham, the benefactor of the Brooklyn Institute, left a fund of \$5,000 for the establishment of a School of Design and a Gallery of Fine Arts in connection with the Institute. This was in 1851. In the same year was formed the Brooklyn Art Union. It had a chance to arrange for only one exhibition. As it disposed of its pictures by lot, an all too virtuous Legislature chose to regard that proceeding as of the nature of gambling, and it went to work very seriously and suppressed the Art Union by special enactment. The next move in the encouragement of art was the organization of the Sketch Club in 1857, among whose forty or more members were counted F. A. Chapman and George Innes. Out of this grew the Brooklyn Art Association, for after a particularly

successful exhibition in 1861, the club resolved to admit lay members as well as professional artists, changing both its character and its name. This was doubtless due to the good feeling produced by the generous sums bestowed upon their paintings by patrons; but it proved to be not altogether wise, and frictions between the elements arose as it had happened in earlier days in New York. In 1866 a number of the artists withdrew and formed a new association called the Academy of Design, prominent among whom were H. Carmienke and Alonzo Chappell. The Academy offered free instruction to students of art, and for this purpose they connected themselves with the Brooklyn Institute, or rather its Graham art school, teaching their classes in drawing also, in consideration for the free rental of the rooms. After a few years the Academy erected a building on the corner of Court and Joralemon streets, the expenses of which were defrayed by the artists themselves. Besides this it cost each individual member \$75 per annum to teach the two hundred pupils that flocked to their classes, which were held six evenings of each week. The fame of that teaching spread far and wide. Committees were constantly coming from other cities of the Union, Boston, Philadelphia, St. Louis, and even the neighboring New York, to study the methods these generous and assiduous artists of Brooklyn were pursuing with such remarkable success. But while all this was very gratifying the burden upon purse and time became rather too wearisome at last. The building was abandoned in 1871, and the classes transferred to the basement of that of the Art Association, and in 1872 the Academy of Design disbanded itself. But the study of art is by no means abandoned in Brooklyn. Adelphi has a school of drawing and painting, and also the Polytechnic, while we have seen that painting is a department of the Institute, and that Pratt devotes a part of its work to industrial and decorative art. Besides there is also the Rembrandt Club, consisting of citizens of Brooklyn who are art collectors and connoisseurs. The philanthropist Seeney, who built the hospital of his name, was a diligent collector of famous and expensive canvases, and one of the best Israels in the Metropolitan Museum in Central Park was given by him. Of artists who have made Brooklyn their home may be mentioned James M. Hart, the landscape painter, famous for his "Morning in the Adirondacks." Wedworth Wadsworth, who does good work in water colors, is a Brooklynite; and so is Edward Howland Blashfield. The celebrated painter of marine views, the late M. F. A. De Haas, was for many years identified with Brooklyn life, a member of the church in Williamsburgh of which Dr. Terhune (Marion Harland's husband) was the pastor. He was born in Holland, but came to this country in 1858. Another water-color painter of celebrity, whom Brooklyn can claim, is William Hamilton Gibson. Nor must we forget Henri Farrer, the most poetic of water-color painters, who gets his inspiration for his landscapes

(quiet sunsets or gray days, usually), from some fine passage, and then paints out upon the canvas what the lines make him feel. Mr.

Farrer was largely instrumental in organizing the Etching Club and Water Color Society, of which he was Secretary for many years. He was born in England, but his home has been in the Twenty-sixth Ward for a long time, so that at least since 1886 he has been a Brooklyn man.

A ministration to its higher life of decided power and effect is Brooklyn's Prospect Park, even as we claimed that Central



BROOKLYN FEDERAL BUILDING AND POSTOFFICE.

Park does the same for New York on Manhattan Island. It is a good sign when a people set apart so much valuable property and spend upon it so many good dollars, in order to have a bit of nature at their very

doors. Prospect Park is as yet somewhat on one side of the populated city; it is not so surrounded on all sides by a developed and well occupied city as is Central Park, hence there is a little one-sidedness of ornamentation about its entrances. Nothing can surpass the elegance of the approaches that face the lower portion of Flatbush Avenue. There is first the wide expanse of the plaza, adorned by a beautiful fountain, illuminated by electricity at night. Then rises the graceful classic form of the Soldiers' and Sailors' Arch; and beyond, at the actual entrance to the two or three paths or driveways that give access to the Park, stand in severe simplicity single shafts surmounted by globes. Between these are to be seen two or more handsome structures of costly veined and polished marble, perfectly round and the stone roof supported by small pillars in close array. In short, these simple little rotundas are representations of Greek fanes. Within the park there are many spots to delight the eyes of the lover of nature, its natural advantages being perhaps superior to those of Central Park. The one who likes to see art assisting nature will be attracted by the displays at the Flower Garden along the lake side. We have spoken of some of these features before, and also of other parks or squares in different parts of the city. The most recent accession is the Forest Park, bordering closely to the edge of the former city near the Jamaica and Newtown boundaries. It is a tract still fresh from the hand of nature, thickly covered with forest, as the name suggests.

Architecture has done much for Brooklyn's streets within the last few years. The City Hall, with its attendant buildings in the rear, form a group of which any town may be proud. The United States Government, after many makeshifts and occupying many ordinary or tumble-down buildings, finally made up its mind to house itself in Brooklyn in a way worthy of itself and of the improved surroundings. In May, 1891, it took up its quarters in the Postoffice Building, on Washington and Johnson streets, which had been put up at a cost of two millions of dollars. Its material is Bodwell granite, quarried in Maine, and its style is of the Romanesque order. At the southeast corner rises a tower twenty-five feet square to a height of one hundred and eighty-four feet, whence from its topmost pinnacle flies the emblem of national possession. On Johnson Street it has a front of two hundred and thirty-six feet, with a sharp descent toward Adams, so that the basement on Washington Street becomes an additional ground floor in Adams, convenient for mail wagons. The building has a depth of one hundred and thirty-five feet, which is the frontage on Washington Street, with arched recesses for entrances. Many of the churches of Brooklyn, as might be expected, afford fine specimens of that kind of architecture: St. Ann's and Holy Trinity, varying greatly in style and appearance, are each an ornament pleasing to the taste. Perhaps one of the handsomest Protestant churches is the

old First Reformed Church. It is no longer "the ugly little church in the middle of the road," on Fulton Street. Emigrating thence in 1810 to Joralemon Street, after various metamorphoses it emigrated once more to a newly developing section of Brooklyn, that of the Prospect Park slope, so that now it is to be found on Seventh Avenue, at the corner of Carroll Street. It is built of granite so white and fine-grained as to seem marble, and the style is Gothic, with a single tower on one side of the nave in front. It will seat thirteen hundred people, and was dedicated September 27, 1891. A notable feature is a painting on the wall back of the pulpit by Vergelio Tojetti, of colossal size, fourteen by twenty-one feet, representing the angels and women at the empty tomb. The windows also are richly adorned with pictured biblical or allegorical scenes. Some day Brooklyn will have its proud cathedral, as New York has, but it evidently will be as long about getting it. The entire block on Lafayette and Greene avenues, between Vanderbilt and Clermont, is occupied by the episcopal residence and offices, and the uncompleted walls of what promises to be an imposing pile, which the Roman Catholics of Brooklyn intend to rear here. It is of gray granite and, therefore, will have a more somber look than its elegant mate in New York. Several business edifices in the vicinity of the City Hall present a very noble and pleasing appearance, perhaps the most ambitious attempt at an elegant exterior being that of the Brooklyn Savings Bank, on the site of the old First Baptist Church, on Pierrepont Street. Its style is severely classic, of the Roman order.

To the histrionic art not many temples that deserve extended notice have been reared. The latest and best is the Montank, upon the site of the historic "Abbey," in Fulton Street, near Flatbush Avenue. It can not be said that Brooklyn gives encouragement to the very highest forms of the art. In some of the theaters only the best of plays are to be seen, and the audiences are good. But it is seldom that a company engages to play any piece for more than a week, and along all the billboards different announcements glare upon the vision as the weeks pass along. Doubtless New York is near enough to attract the lovers of the drama who seek its charms for a study of acting, and not for the mere tickling sensation of a new thing, and who are not satisfied, therefore, with one attendance upon a first-class rendition of ancient or modern masters. Perhaps, too, Brooklyn people are more taken with entertainments of an intellectual nature. It is a fact that such a course of lectures as those given by Stoddard—on travel, art, history, literature, illuminated by the stereopticon—draw vastly larger and more enthusiastic crowds in Brooklyn than in New York. The only time these lectures can be made a success in the latter is in Lent, when conscience forbids many to attend the theater. In Brooklyn Stoddard came at any time, and the Academy of Music would be too small to accommodate the eager attendants.

A final word may be added about Brooklyn's devotion to the "concord of sweet sounds." The Philharmonic Society was organized in 1857, and its first conductor was Theodore Eisfeldt. During its first year four concerts and eight rehearsals were given, after which the yearly course included five concerts and fifteen rehearsals. It was due to the society's influence and enthusiasm that the Academy of Music was erected. Commendable stimulus to musical interest was given by Plymouth Church, which allowed its splendid organ to be used for organ recitals on week days. But perhaps nothing contributed so much to the education of Brooklyn's people in the taste for music as the advent of Anton Seidl. He was born in 1850 at Budapest. At the age of twenty he was a thorough musician, and recognized as being such by many men eminent in the profession in Europe. In the autumn of 1872 he went to Bayreuth to assist Wagner in preparing the preliminary work for the performances of the "Nibelungenring," such as arranging the orchestral parts and correcting the scores and lines. From this close contact with the master he went forth to different cities to interpret his music, and gained in reputation as a conductor from year to year. In 1881 he reached the climax of fame by being permitted to conduct Wagner's operas in Berlin. In 1885, the director of the Metropolitan Opera House of New York invited Seidl to come to this country, to take the place of Leopold Damrosch, who had recently died. From the first his career in America was a brilliant success. Seidl became the rage, and he carefully used his popularity to arouse the general interest of the public in exclusively high toned and elevating classical music. In 1891 he succeeded Theodore Thomas as conductor of the New York Philharmonic Society. Two years before, in 1889, a large number of Brooklyn ladies organized a society which named itself after Seidl. Under their auspices Seidl conducted concerts of a popular character in the Pavilion at Brighton Beach, which were notable for the high character of the music rendered there. The numbers presented from month to month furnished a regular education in classical method, none but the great masters, Beethoven, Mendelssohn, Wagner, Gounod, and other such shining names appearing upon the programs. There were Wagner festivals and symphony nights, and days when only Mendelssohn would be heard. In the winter season the ladies of the Society arranged concerts at the Academy of Music. At Brighton Beach, too, lectures on music, with interpretations of masterpieces, were appointed at times. The last season at Brighton Beach was that of 1896. The music rendered there was not of the kind to attract large crowds constantly, such as went with eager regularity to the rattle-bang-boom of a military band, and so when the wintry storms knocked the Brighton Beach Pavilion to pieces, it was not thought wise to resume the Seidl concerts. It is still vivid in our recollection how with a shock we read of the sudden and premature death of the great conductor on March 28, 1898.

CHAPTER XIV.

TAKING IN THE COMPONENT TOWNS.



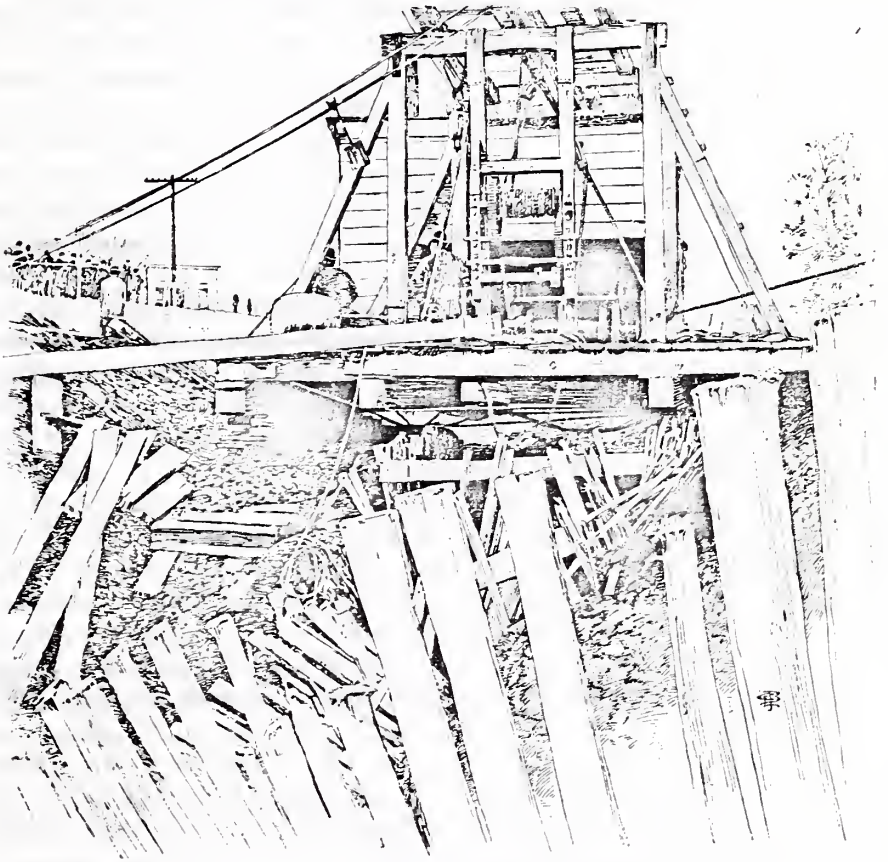
ITH pleasing historic fitness and in kindly memory of that nationality whose children first gave a local habitation and a name to the spot of earth she occupies, Brooklyn selected for the motto upon her seal, no pompous Latin motto, but just a plain Dutch proverb: "*Eendracht maakt macht.*" "*L'Union fait la force,*" the French have tried to make of it, but it is a mere translation in words: of the fact they knew nothing till they looked upon the United States of the Netherlands, the Dutch Republic of the sixteenth, seventeenth, and eighteenth centuries. "*E pluribus unum.*" say we with our forty and more States. She, with her seven small bits of territory, said the same thing practically in Dutch—"In union there is strength."—and when these Republicans wanted to talk Latin they said, "*Concordia Res Parvae Crescunt,*"—by concord small things grow. Brooklyn had already tried the effect of union upon strength and growth, when Williamsburgh and Bushwick united with her, making one great city of two of the original six townships of Kings County. In this last decade of the century she completed the work of that union, by taking in all of the remaining towns.

Twenty-five years ago this subject of annexing the outlying towns was earnestly discussed in the Brooklyn papers, and in those of the various localities. In 1873 the matter was placed in the shape of a bill before the Legislature at Albany, and in June an annexation bill was passed. By its provisions the Supervisors were to meet and appoint commissioners, one from each of the towns, who with six appointed by the Mayor of Brooklyn were to constitute a Board of Commissioners of Annexation. This board met on August 11, 1873, and elected John A. Lott President. The county towns forthwith demanded equal rights with the city. It was found that although city and county were to be made one, there must still be a county government with its own officers. These and other embarrassing particulars confronted the Commission. It made an attempt to smooth the way for all, and on election day, 1873, the question was submitted to a vote. Brooklyn cast a majority of 20,000 in favor, but the people of the county towns overcame this majority by a vote of 21,568 against the annexation, and it was heard of no more for an exact score of

years. Then, in the Legislature of the State meeting in January, 1894, bills for the annexation of the towns were introduced, a separate one for each. By reason of the coexistence of county and city without identity, the debt had greatly increased. A more potent argument, however, was that political corruption had become rampant in the towns, low politicians having managed to get themselves into power as their population grew, as we shall see presently in one or two conspicuous instances. The Governor signed the bill for the annexation of Flatbush on April 28, 1894, and that for New Utrecht and Gravesend on May 3, 1894, the acts going into effect on July 1, 1894. Flatlands could not be finally taken in until January 1, 1896; on account of some financial complications it was necessary to maintain the county or town government there for a while longer. When this was done, the whole of Kings County had become identical with the City of Brooklyn. This made Brooklyn territorially even larger than New York, covering now, as it did, 66 square miles; as its area was 28 square miles before this event, it was more than doubled. The population was increased from 957,959, to far above the million mark. We ceased to follow the annals of the various towns in 1855, when Brooklyn went through its first experience in the consolidating line. We shall, therefore, resume their separate stories now, from that period to the present decade, as briefly as possible,—brevity not being a difficult achievement in the case of most of them, as little of general interest took place, and those who had least of a history will be deemed worthy of congratulation, when it is seen what kind of things make up the longer narratives of others.

Flatbush, in its separate town existence, had been gradually assuming, even under that government, many of the functions of a municipality, its administration being divided into departments and boards, much like that of a city. Its Fire Department was in a flourishing state. In 1861 the number of firemen was fixed by law at twenty-five, who, after a service of eight years, were to be free from jury and military duty. In October, 1863, \$2,100 was raised to buy a steam fire engine, and the next year the town was permitted to issue bonds to the amount of six thousand dollars to purchase a new engine and erect a house for it. When the project had been carried out it was found that the grant had been exceeded by only \$11.75. In 1872 a bell tower was built back of the engine house, but it was easily accessible here to practical jokers, and in 1881 the alarm bell was removed to the Town Hall. Flatbush had also its own waterworks. In 1853 a plan to supply the town was discussed, but nothing came of it. In 1881, however, the Brooklyn, Flatbush, and Coney Island Railroad Company having taken steps to build waterworks at Sheepshead Bay, Messrs. John Lefferts, Treasurer of the railroad, John Matthews, and John Z. Lott and others, formed a company to supply water to the

townspeople also. Twelve wells were dug at "Little Flats," along Paerdegat Creek, and ten miles of mains were laid. A reservoir tower one hundred feet high and twenty feet in diameter was built, and the capacity of the whole system was estimated at two millions of gallons per day. A Department of Streets or Public Works was organized under the form of a Board of Improvement in 1871. Through the instrumentality of Hon. John A. Lott, a bill was prepared, which became law, entitled "An act providing for the opening and improvement of new roads and avenues, and closing old highways in the town of Flatbush." Seven members were to compose the Board charged with these duties, who were to serve five years without salary.



BREAK IN WATERMAIN, CAUSING LANDSLIDE.

Of this first Board John A. Lott was made President. Besides numerous avenues constructed, in continuation of those in Brooklyn, thus preparing effectively for the future annexation, the Board also were intrusted with the erection of a Town Hall, which is, as has been well said, "a lasting monument of the faithfulness with which these gentlemen discharged their duties." On February 7, 1876, the Hall

was formally opened. A record more remarkable than that of the Brooklyn Municipal Building was brought out by President Lott's address at the final presentation of the Town Hall to the town authorities. The expenditures had exceeded the authorized sum of \$40,000 by \$98; thereupon the seven members of the Board of Improvement put their hands in their pockets, and equally dividing that excess among them, paid each their share into the treasury. The Board of Health is quite an ancient institution in Flatbush, dating from 1832, and having been organized that year by Dr. John B. Zabriskie. But Flatbush boasts of a reputation for extreme healthfulness, has never had any epidemics, and points to its figures on the gravestones in the churchyard to substantiate the claim that "eighty years is a good average lifetime for her sons and daughters," as a newspaper reporter once declared after a study of these stone tablets. But good health is largely dependent upon good morals, and how can these be maintained where the invasion of intemperance and the predominance of the saloon is allowed? Like other suburbs of New York and Brooklyn, Flatbush was made a prey of the saloon and Sabbath revelry. The former was placed under some kind of control by the creation of a Board of Excise Commissioners in 1874, who were to have the special responsibility of issuing or withholding saloon licenses. Still matters did not much improve, for, in 1880, while there were fifty-two licensed saloons, the number of unlicensed places was very great; and houses of ill-fame were also accumulating. Hence it was necessary to take vigorous measures, and a Law and Order Association was organized in May, 1880. Of this the pastor of the Reformed Church, the Rev. Cornelius L. Wells, D.D., was chosen President. In one year the number of licenses granted was reduced from fifty-two to thirty-eight, all the houses of ill-fame were closed, and eleven convictions for violation of the excise law were secured. But, nevertheless, the people felt the need of regular police protection, and in 1878 a bill was passed creating a Police Board. The funds at their disposal were not large, and only seven men, with a sergeant, could be employed at first. Flatbush would not have been approximating the advantages of city life without lights upon the streets, or gas in the houses. In 1860 lamp-posts were erected, and large kerosene lamps placed in their frames. But this primitive arrangement could not long satisfy, and, hence, in 1864, a gas company was formed. Eight years later twenty-two street lamps, at \$47 per year, lighted the umbrageous thoroughfares of Flatbush, a mere bagatelle compared to the exploit in that line which New Utrecht annals will presently furnish us. Ten years later there were two hundred street lamps, and even then this town was 1900 per cent. behind its sister when first affecting gas. Flatbush also had its newspaper, the *Kings County Rural Gazette*, begun in 1872, and printed in Brooklyn; but later the success of the enterprise gathered the printing and publishing departments under one

roof in the village. Flatbush, too, was in a hurry to be in communication with the outside world, and could not wait for the slow horse car, or even the swifter steam car, to bring the news. A telegraph company was organized in 1872, the Western Union contracting to construct and operate their line. The first message was sent to Hon. John A. Lott, at Albany; the second was that sent by the editor of the village paper to the editor of the *Brooklyn Eagle*, reading: "Flatbush, the banner town of the county, is annexed by telegraph." Amid these changes, and the evidences of a modern age, stood serene and stable the old Dutch Church erected before the close of the eighteenth century. In 1863, after the lengthy pastorate of Dr. Strong, the Rev. Cornelius L. Wells was called, and remains the pastor at this time, thirty-five years after his call, in the full vigor of bodily and mental powers. The life of modern times caused a remarkable development in connection with this staid church, standing solid for the same old faith of 1654, or 1618. A very prosperous Sunday-school demanded room for itself, and Sunday-schools were not in contemplation when the now "century-old" edifice was put up. Hence the officers looked for grounds near their building, and on the corner of Union and Grant streets, is seen to-day a beautiful Gothic brownstone structure, costing, with the land, nearly sixty-nine thousand dollars. In 1874 the St. Paul's Episcopal Church erected a new building. The Methodists were already on the ground in 1844, but the Baptists had no society here till 1872, and in 1874 they dedicated a church. Ripening for cityhood, as we have seen Flatbush to be, the transition into the larger life of Brooklyn was both easy and natural. When what had been long desired by its best townspeople had at last taken place, it is no wonder that they proceeded to celebrate the event in a becoming manner. On Saturday, May 19, 1894, the Mayor of Brooklyn, with the heads of the departments, were invited to a reception and banquet given by the Midwood Club, at their house, the old Clarkson mansion. An open air concert had been arranged for, and there was also to have been a civic parade, but bad weather sadly interfered with this part of the demonstration. Nothing could dampen the event prepared for within doors, however. Covers were laid for one hundred and thirty guests, of whom the Brooklyn officials constituted thirty. The menu was handsomely illustrated with views of ancient and modern Flatbush. Dr. Homer L. Bartlett presided. In a felicitous and graceful speech, he spoke of the marriage of the town and the city, reminding the hearers that the town was a pretty old bride, and very much older than the city acting the part of groom. Mayor Schieren and Judge Gaynor and some of the editors of Brooklyn papers responded in happy and appreciative vein.

Flatlands, during this period as during others, has the happiness of having little or no annals. As the stream of population overflowed

the nearby cities, the effect upon Flatlands on the whole was not very apparent, for while the decades of the nineteenth century advanced, still the great plains were cultivated, and especially did that staple vegetable, the potato, find assiduous attention paid to it. Acres upon acres may even now be seen by the thousands eagerly hastening to enjoy the sea breezes at the beaches on Coney Island, presenting the pleasant spectacle of long lines of dark green foliage, low by the ground in mathematically straight rows of hills. Yet other things now also intrude. The trolley has come and made quick and frequent travel from Flatlands to Brooklyn Bridge possible. Anticipating the people who will appreciate this convenience, great fields both in Flatbush and in Flatlands, contiguous to each other, have been cut up into thoroughfares regularly laid out, crossing at right angles, with little white boards telling the street names, and here and there a cottage to hint how nice it would be to fill up the streets with a continuous row of them. Another effect of the approach of city life in Flatlands is the multiplication of resorts. For a number of years Canarsie village has been a Mecca for the fishermen who wished to exploit Jamaica Bay, or it has been a half-way house for the crowds going to Rockaway Beach, with which it has connection by means of a little steam ferryboat. Later still Flatlands township has furnished to a certain class of pleasure seekers a "beach" of its own, called Bergen Beach, after Bergen Island, upon which it is located. Here come those who want such delights as West Brighton, on Coney Island, South Beach, on Staten Island, and North Beach, in Queens Borough, can afford, shutes and Ferris wheels and merry-go-rounds galore. The old church still is the center of life as in Flatlands of the olden times and the other denominations have not done much to detract from its prosperity. A Methodist Church ventured to enter Flatlands in 1851, and it went so well with it that in 1868 the society was enabled to build a parsonage. The Roman Catholics also have erected a large building within a short distance of the Dutch Church. An unsavory bit of Flatlands territory is Barren Island, the great producer of unsurpassable smells, which the playful wanton winds sometimes carry far into the heart of Brooklyn, making even the cooling breezes on a hot day odious to the extent of exclusion by hastily shut windows. One hardly has patience enough to consider it, but these horribly smelling industries are industries after all, and useful, too. There is the bone-boiling industry, which converts dead animals into stimulants of the soil; such a factory started in 1845, and blown down in a tempest, was renewed on a larger scale in 1866. A "Rendering and Fertilizer Factory" was added by another firm in 1868. Again, the fish-oil factories are an important part of Barren Island's malodorous institutions. There are no less than five of them, the first being established in 1860, and the last in 1869. This industry alone employs three hundred and fifty men and a fleet of ten steamboats.

The whole number of people manufacturing these disagreeable but useful products is five hundred, making, with their families, quite a populous village. Accordingly, there are school facilities, a ferry to Canarsie, and telephones connecting with New York offices. The more savory part of Flatlands benefits largely by the fertilizers made on Barren Island, rendering her vast extent of plains so fruitful and abundant for the supply of the New York markets. It has already been stated that Flatlands was the last of the towns to come into Brooklyn, for the reason that her accounts needed a longer time to disentangle. But on January 1, 1896, Flatlands ceased to exist as a



GRAVESEND ELECTION BOOTH.

town, after two hundred and fifty or sixty years, steadily, of that kind of existence, and became, in most prosaic parlance, the Thirty-second Ward of Brooklyn.

The first event of note to happen in New Utrecht after our last account of it took place in 1856. In the old historic cemetery on Sixteenth Avenue and the King's Highway (here a very wide avenue), in the midst of which stood the old church, may be seen a handsome yet simple monument to Drs. DuBois and Crane. These men lost their lives in their devotion to duty during an epidemic of the yellow fever which visited New Utrecht in 1856. In April the first case oc-

carried at the Quarantine Hospital on Staten Island, the man having been removed from an incoming ship. No other case occurred until the arrival of a ship from Santiago de Cuba, on June 18, with three yellow fever sufferers on board. She was detained in the Upper Bay, as usual. On June 21 a ship came in from Havana with five cases on board. From this time to the end of July vessel after vessel was added to the quarantined fleet, till as many as one hundred and fifty of them lay at anchor in the Bay. It was impossible to keep the contagion from the neighboring shores. The first case on the Long Island shore developed on July 13 near Forty-ninth Street. The next victim was Judge William Rockwell, residing halfway between Forty-ninth Street and Fort Hamilton. Bedding and other articles from the infected vessels floated ashore and spread the fever. There was an exodus of the residents along the shore and back of it, so that of five hundred scarce one hundred and fifty remained. Brooklyn suffered also, but the brunt of the epidemic was endured by the town of New Utrecht. After September 1, 1856, frost set in and the disease was soon eradicated.

Among those who selected the beautiful shores of the Bay, between Brooklyn and Fort Hamilton, for summer residences, New Utrecht may count with especial pride the Hon. Henry C. Murphy, whom we have had occasion to mention so often. His country seat was called "Owl's Head," and here was held, as we saw, that meeting of three men, out of which finally was realized the Brooklyn Bridge. A near neighbor of Mr. Murphy's, himself quite as much of a public man, was the Hon. Teunis G. Bergen, "farmer, statesman, and antiquary." He was almost the last of the New Utrecht people to keep up a knowledge of the ancestral Dutch language, which he cultivated not only as a spoken but as a written tongue. He started in life as a land surveyor, and this led him into the historical local studies of which he was so fond, and to which also he made such numerous and valuable contributions. He was Supervisor of New Utrecht for twenty-three years in succession. In 1864 he was elected a Member of Congress. After these exacting duties of an active career were laid aside, he gave himself entirely to historical and antiquarian research, which led to many valuable publications. He was one of the founders of the Long Island Historical Society. He died in 1881 at the age of seventy-five, a man whose "chief pride was that his neighbors had unqualified confidence in his integrity." He left in manuscript a "History of New Utrecht."

As the wave of "modernity" struck New Utrecht, it took some forms peculiar to this neighborhood. Steam travel through its fields to Coney Island made its quiet solitudes ring with the whistles of engines. Then the land speculator came along and enticed people who had hitherto only rushed through, to stop and buy lots for little homes, so much better than flats in New York or Brooklyn. This

caused invention to bestir itself and find for neighborhoods names of the most picturesque kind, so that beginning nearest to Brooklyn we discover a West Brooklyn and a Blythebourne. What was once plain New Utrecht, in the vicinity of the church, was turned into streets and lots by a company who bought the land of the Van Pelt family, and so for a while there was a postoffice and a settlement called Van Pelt Manor. Next we come upon the old-fashioned Bath; but immediately after it, upon the most ambitious and enterprising land scheme of all, locating at Bensonhurst. The latest development of all is Homewood, where clusters of houses have already gone up.

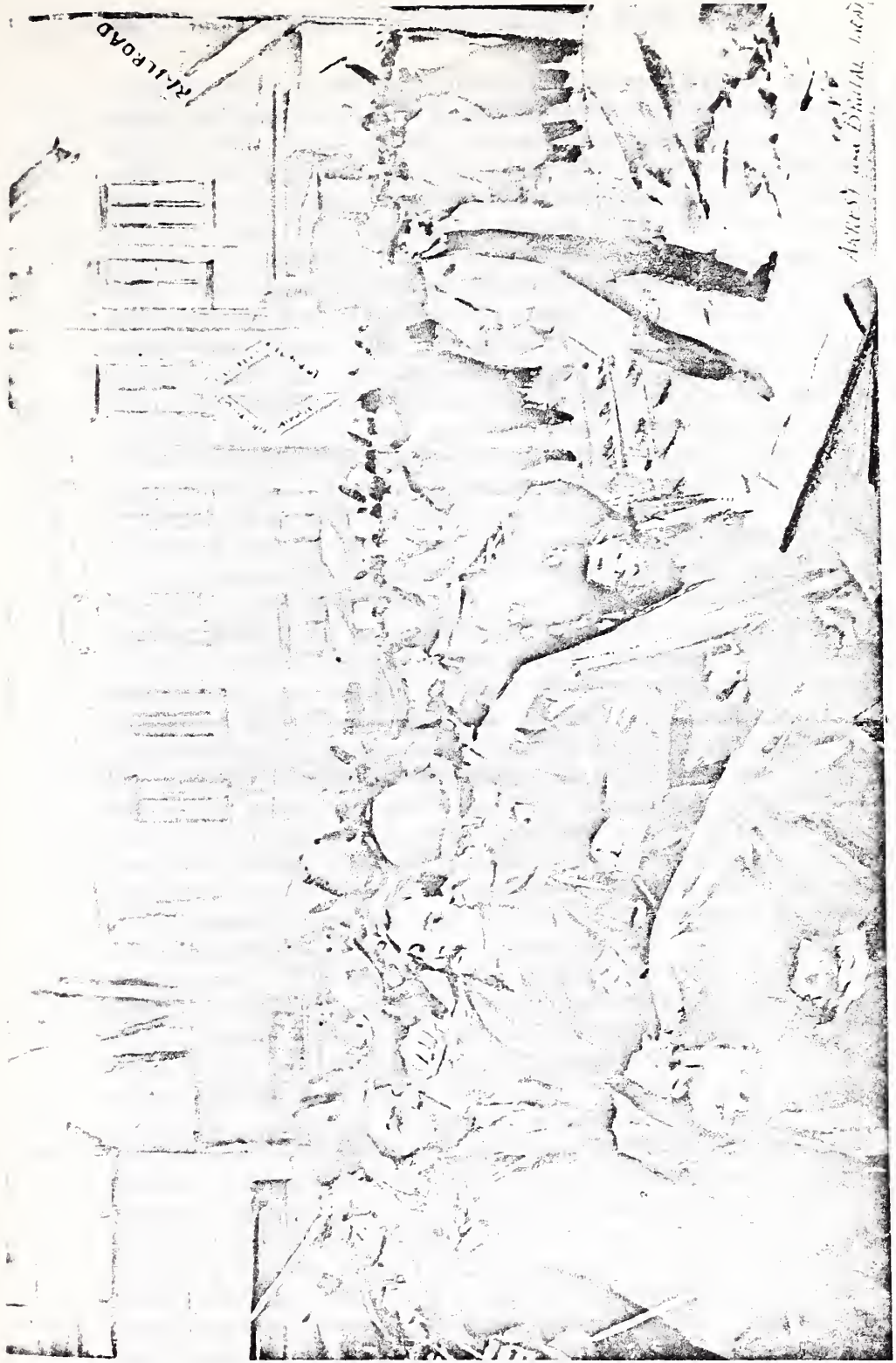
But before any houses were up, or even the neighborhoods were named, all this region was provided with an important feature of city life, that is usually long in coming after people and houses accumulate. Far as the eye could roam over these interminable plains, with nothing but grass or potato plants to obstruct the view, one would see thousands of twinkling lights as the darkness of night descended. They were not fire-flies. They were gas lamps. And thereby hangs a tale. Once there was a man by the name of Cornelius Fergusson, whose native isle was Ireland. That island birth may have caused him to flourish so finely on Long Island, for, while at first he was fain to work as a common laborer in the roads and streets of Brooklyn, near the New Utrecht line, and lived in a style becoming to that humble but honest condition, not many years later saw him housed in an exceedingly handsome and commodious structure of wood in New Utrecht. Whence his wealth no one could rightly tell, but he owned and profitably farmed the politics of New Utrecht. It was to him that New Utrecht owed the inestimable blessing of the multitudinous gas lamps in her fields. It was not considered quite so great a blessing by the population of the town outside of Cornelius Fergusson, and a few others. A lawsuit was brought by a Mr. Walter E. Parfitt against the Board of Improvement of the town for having made a contract with the Kings County Gas and Illuminating Company—a company which, strangely enough, sprang into being after the contract,—a *post hoc* or a *propter hoc*? The history of proceedings recited was this: in 1888 the Board of Improvement received power to district the town and award contracts for lighting it; in 1889 the award was given to the company for ten years; in 1891 the contract was extended to run fifteen years. Having that exacting duty upon them, the company organized, laid pipes and erected lampposts, but there were only country lanes and vegetable gardens to place them on. Such a little thing as that did not daunt them, however, and up went the posts and lamps, and every night three thousand nine hundred lights were burning, to assist the cabbage and potatoes and lettuce in their laudable attempts to emerge above the soil and become marketable goods. There was one

lamp for every three persons in the town, and sometimes ten for each house; and the company received \$28 per lamp every year, minus what went to somebody else. It was shown at the trial that 3,900 gas lamps sufficed for a city like Buffalo or Cleveland; that there were only 11,000 in all Brooklyn; but at the rate of New Utrecht's supply there should be 300,000. This job was a very loud argument for the wiping out of town boards of improvement, and helped along amazingly the vote for annexation to Brooklyn. A community so excessively "enlightened" could hardly have voted any other way.

But there were louder arguments in Gravesend. This only "English" town of Kings County, within the period now named became both noted and notorious. It was notable for the development of Coney Island into a splendid sea-resort. The beach there was an attraction for generations back, and since the war several fine roads were laid out through the township, in order to facilitate travel thither. Such were Gravesend Avenue, widened to one hundred feet in 1875; the Coney Island Plank Road, made the same width in 1869; the Neck Road, widened into an avenue from a narrow lane in 1865; Ocean Avenue, located by legislative act in 1871; and Ocean Parkway, perhaps the finest drive in America, begun in 1874. Gravesend also became a center for the lovers of horse racing, several celebrated "tracks" being found in the vicinity of Coney Island. The development of the latter into what we know it to be to-day began after 1868. Before this people used to find a few rough shanties around the corner of Norton's Point, facing Gravesend Bay rather than the ocean. In 1868, William A. Engeman acquired property extending, in thirty-nine lots owned by as many individuals, along the beach eastward from Norton's Point. In 1878 an iron pier was built and steamers made frequent trips. Railways were laid out by the half score, and Engeman's property was eagerly bought up, and various attractions built upon it. At what is now called West Brighton, a railroad company erected, as its station and an amusement hall combined, the enormous building used by the United States Government at the Philadelphia Exposition in 1876, and which is now known as the Sea Beach Palace; while the lofty observatory was also transferred from the grounds at Philadelphia, and erected here. From a great distance could also be seen the huge "Elephant," whose interior was fitted up as a hotel, a curiosity which has lately been destroyed by fire. Further to the eastward soon arose the Hotel Brighton, and from it this part of the island became known as Brighton Beach. The Brooklyn, Flatbush, and Coney Island Railroad made immediate connection with this beach, and to-day the latter runs its trains over the Kings County "L" road to the bridge. No part of the island has suffered more from the wintry storms than Brighton. A dozen years ago it was necessary to move the huge hotel some five hundred feet further inland. It was a sight worth seeing. Fourteen

tracks were built under it, and the hotel made to rest on flat cars. These were connected with three engines, and so perfect were the arrangements that not a window was broken or a ceiling disturbed by the moving. It was at Brighton that Seidl gave his unsurpassed concerts, but the angry storms of a few winters ago annihilated the pavilion made famous by that great conductor, and now he too is gone. Far away the choicest spot on the island is, of course, "Manhattan Beach." A railway was built to reach it, and the narrow gauge and rolling stock of the railway that ran within the Exposition grounds at Philadelphia were utilized. Two magnificent hotels stand on the property. The sand has been covered with soil and sod to the extent of several acres, and lawns, with handsome ornamental flower-beds, produce a grateful effect. The simple music pavilion, with open approach, has been converted into a spacious circular theater by the sea, where comic opera regales the visitor at night. Here, too, pyrotechnic displays of the most original character are nightly provided. The musical celebrities have been Levy, the cornetist, Gilmore, and Sousa, and their splendidly appointed bands.

All these delights and the people who administered them, some of whom remained during the winter, came under the supervision of the town of Gravesend. This did not, in all respects, improve the *morale* of the township, and gave, finally, vast opportunities for political corruption. And within this province of human activity Gravesend achieved notoriety. The town gained the attention of the whole country in a startling manner at the election of November, 1893. The man at the head of the political machinery of the town, the "boss" of it, in short, was John Y. McKane. He was apparently a most respectable character. He had built a church for the Methodists, was a class leader, and the superintendent of their Sunday-school. In a county history, the description of him (probably dictated or inspired by himself), is very touching. "But, above all else," says the writer, "stands the modesty and grace of a Christian character." And then there is a little unconscious showing of the cloven foot: "The demands which his position makes upon him every day in the week, render it specially difficult to live in strict observance of all religious duties." One of these difficulties was the ownership of a hall for prize fights, and other small indiscretions like this, such as West Brighton attractions were apt to encourage. The same inspired account gives a list of McKane's offices in the town: Supervisor, Police Commissioner, President of the Town Board, President of the Board of Health, President of Police Board, President of the Water Board. Such a man, of course, owns a town, and he proposed, in 1893, that it not only should vote as he wanted it, but should poll so large a number of votes against a certain candidate whom he hated, as should defeat any majority that might be rolled up in his favor elsewhere in the county. And this is the way the Sunday-school



After the Battle of...

THE GRAVESEND ELECTION OUTRAGE—ASSAULT ON WATCHERS.

superintendent undertook to do it: the population of Gravesend in 1890 was reported to be 8,400; the natural vote for such a number of people, men, women, and children, would have been about 1,600. The registry rolls indicated that there were 6,200 voters. The candidate against whom this fine scheme was directed was William J. Gaynor, who was up for Justice of the Supreme Court. He exercised an undoubted right in sending clerks to copy the registry lists. These were beaten by McKane's heelers, and arrested by his policemen for drunkenness and vagrancy. Mr. Gaynor obtained an order from Judge Cullen compelling the Inspectors of Election in Gravesend to produce the registration lists. The Inspectors concealed themselves and fled out of the State. For Election Day twelve watchers were appointed, and they went to Gravesend armed with injunctions from Judge Barnard to forbid McKane interfering with them. Colonel Alexander S. Bacon tried to serve the injunction on McKane, but he held his hands behind him, and used the now famous expression: "Injunctions don't go here." Colonel Bacon was locked up after being very roughly handled, and so were a few of the others. The rest returned to Brooklyn and reported how matters went. Colonel Bacon was released by an order from the Supreme Court. McKane placed a strong guard around the polling booths. These had all been gathered into one spot on the plan of the old historic laying out of Gravesend at its first settlement, whereby every district was described by lines emanating from a central plot. Having thus all the voting under his own eyes, 3,500 votes were cast of the 6,200 registered, which was still doing very well, considering that the utmost limit of voters naturally could have been only 1,600. Of these thirty-five hundred votes, Gaynor received one hundred and five. Such an outrage upon the very basis of American institutions could not be passed over. The whole country was aroused by what was perpetrated in little Gravesend. Brooklyn was wild with indignation and horror. William Ziegler, a public-spirited citizen, of whom we shall hear more anon, offered to back Judge Gaynor (who was elected by a majority of over thirty thousand) to the amount of \$100,000, if he would prosecute McKane. A large fund was raised, to which many citizens of Brooklyn subscribed small amounts, showing how generally the feeling of outraged American citizenship had spread; and a regular organization was formed to conduct the trial. The District Attorney then in office was not fully trusted by the people, and the Governor, at their solicitation, exercised the right to appoint Edward M. Shepard Deputy State Attorney to conduct the case. In bravado, McKane and his friends (who were not exclusively Sunday-school teachers), went off to Virginia on a shooting and fishing excursion after election, but upon his return he was arrested, and the trial began on December 30, 1893. On March 1, 1894, every sharp device and subterfuge having failed to save him, McKane was con-

victed and sentenced to six years' imprisonment in the Sing Sing State Prison. Even then delays were caused by getting stays from judges on pleas of "reasonable doubt." There was an attempt made also to get the case under the review of the Supreme Court of the United States on some technicality. But the points presented were brushed aside by the judge as of no importance, with a strongly implied hint that it was mere trifling to have made the attempt at all. On April 28, 1898, McKane finished his term in prison, all efforts to get him pardoned having fortunately failed. It was in the midst of all this excitement, the echoes of which rang around the country, that Gravesend was made ready for annexation, and on July 1, 1894, it passed into Brooklyn City, with New Utrecht, as the Thirty-first and Thirtieth wards, respectively.

Brooklyn, as thus enlarged, was undergoing some radical changes of appearance in the vicinity of its first most populous portion. The bridge made some very serious alterations in the region of the old "Ferry." Its encroachments were first visible on Washington Street. The old St. Ann's Church, on the corner of Sands Street, had to go for the approach as first planned. On Sands Street the oldest Methodist Church in the city was swept away. Block after block was eaten up by the insatiable tracks of the bridge cars, on Washington Street, demolishing finally the Brooklyn Institute, and threatening everything on the south side as far as the City Hall. For the rest the character of the street naturally changed for the worse. Here many of the old Brooklynites used to live in fine mansions, traces of whose departed glory can yet be discerned in their decay; and at 165 (later 189) it was that Seth Low was born, in the house occupied by the great shipping merchant, his father, A. A. Low. A proposition that was never carried out was also inspired by the desire to perfect communication with the great structure so quickly become a main artery of travel, and contemplated a wide avenue direct to the bridge, following out the line of Flatbush Avenue. A commission to consider and report upon the feasibility of this plan was appointed by the Mayor, and met October 5, 1894. To this period must also be accredited the remarkable development of the Prospect Park slope, that long and steady decline from the park at Ninth Avenue, down past Eighth and Seventh, and Sixth as far as Fifth, and beyond. Between Ninth and Sixth, and from Flatbush Avenue to about where the numbered system of streets begins, this section was fast filling up with the most elegant residences, occupied as soon as built. This brought the historic Reformed Church hither from Joralemon Street, and made every church in the vicinity a necessary success, for the kind of people dwelling in such homes—which really were *homes*, not staying-places, as flats are—were mostly such as made permanent and generous supporters of churches.

An event of importance at this time was the death of Brooklyn's and

America's greatest preacher and platform speaker, Henry Ward Beecher. He occupied his pulpit on Sunday, March 3, 1887, and evinced no signs of failing in mind or health. On the next Sunday he was no more. He was stricken with apoplexy during the week, and on Friday, March 8, he died. The people of the city and of the whole country received the intelligence with deep emotion. At Albany the State Legislature passed a resolution to pay him State honors at his funeral. The Mayor ordered the flags of the city to be hung at half-mast. There had been a memorial service at the Academy of Music in honor of Gen. John A. Logan, and Beecher was to have spoken at it. The same committee which had been in charge of this service was asked to take charge of Mr. Beecher's funeral. It was his own wish to have no display of mourning, and the church was one mass of bright flowers.

Since the war two important newspapers gained a hold upon the Brooklyn public. The *Daily Union* was founded in 1863, S. B. Chittenden, A. A. Low, and about sixty other Republicans being among the originators. In 1869 its success warranted the erection of a building at the corner of Front and Fulton streets. In 1870 it was bought by Henry C. Bowen, and Stewart L. Woodford, Minister to Spain when the late war broke out, was made editor. Somehow success did not attend its steps to any satisfactory degree, and in 1877 it was combined with the *Argus*, the title of the united sheets being *Union-Argus*. The *Argus* had been started in 1866, but it failed to meet with a large circulation. The *Eagle*, meantime, was continuing its career of prosperity. Its large building in the lower part of Fulton Street was becoming entirely inadequate as a home for it. The Brooklyn Theater property was bought, the building removed, and upon the site was erected a splendid edifice nine stories high. On July 4, 1892, the whole establishment was transferred to the new and commodious quarters, an event well worthy of note in Brooklyn history.

Social life in the enlarged city was enhanced by the organization of two more clubs. The Union League Club was incorporated in 1888. It was the outgrowth of the Social Republican Club of the Twenty-third Ward, formed in 1887. Its object was expressed thus: "To promote social intercourse, to advance the cause of good government, to interest and direct in politics citizens who have hitherto been indifferent to their political duties, to encourage attendance at primary meetings, and to perform such other work as may best conserve the welfare of the Republican party." The club had one hundred and forty members in 1889; in 1890 they had grown to seven hundred and fifty. A clubhouse was built in 1890 on the corner of Bedford Avenue and Dean Street, fronting ninety-six feet on the former and fifty-five on the latter. On Bedford Avenue, by subscription of a number of the members, but not as an act of the club, a fine statue of General Grant was erected. A more purely social club was the Montauk, organized in December, 1888, and incorporated in March, 1889. Its fine

house was completed in May, 1891, the cost of the building being \$162,686, and its furnishing, \$29,586. It stands on Eighth Avenue, Lincoln Place, and the Plaza Circle, its design being Venetian, with loggias, balconies, and rose windows in plenty. The limit to the number of members was set at five hundred, which was filled in a few months. It was also during the period now in hand that Brooklyn's handsome armories were built, that of the Thirteenth Regiment, occupying nearly the entire block bounded by Sumner, Jefferson, and Putnam avenues; that of the Fourteenth, on Eighth Avenue, Fourteenth and Fifteenth streets; that of the Twenty-third, on Bedford and Atlantic avenues, and Pacific Street.

About the time the bridge was building Brooklyn became noted for its great drygoods emporiums. They started in business first on Fulton Street, in the vicinity of Tillary and Johnson streets. But not many years after the bridge was finished, while everything seemed to be in the heyday of success, one of the most prosperous of the concerns suddenly moved to Fulton Street, between Lawrence and Duffield, opposite the site of the old Dutch Church in the middle of the road. People thought it was a movement so injudicious as to border on the insane. But it was an act of remarkable foresight. Others of the famous firms followed suit, till, as we said on the first page of this volume, the very heart of business and bustle is now where once all that was Brooklyn (or Breuckelen) tremblingly began its life. And, as a consequence, the neighborhood where these famous emporiums once did business has utterly changed in character. The deserted buildings still stand unoccupied. The fine iron structure of the Deposit Company, with 1868 upon its top, is a silent and desolate witness of the turn in the tide of business. The Brooklyn Savings Bank has been utilized as a Salvation Army "Barracks." Only the wholesale houses that deal in flour or groceries or paints near the ferry keep at their old stands and do their old business. But, otherwise, from the ferry to nearly Court Street, Fulton Street is in a state of desolation. There have been fluctuations in its fortunes before. Anterior to 1850, Dr. Stiles writes: "The principal business portion of the city was in the neighborhood of Fulton Ferry. All the banks, insurance companies, and newspaper offices were gathered in the immediate neighborhood; the lawyers congregated about the corner of Front and Fulton streets, and, in fact, the first block of Fulton Street was the exchange of Brooklyn, where the prominent men of the city were most apt to be found during business hours. The building of the City Hall altered this, for all the lawyers and most of the incorporated institutions moved to that place, and it became the business center. However, there is another change [in 1869], and the lower part of Fulton Street is resuming its former bustle and activity, and, as a business center, is rivaling the 'Hall.'" It is to be feared that from the present desertion there will be no return to better things.



THE MCKANE TRIAL—SENTENCE PRONOUNCED.

Wm. H. Mumford

As was related in the preceding chapter, Brooklyn received a Post-office Building worthy of it as one of the chief cities in the land, in 1892. In 1887 a Real Estate Exchange was organized, incorporated in 1889, the capital then being \$100,000. This was increased later to \$250,000, and a handsome building was put up and ready for use in 1890, at a cost of \$250,000. A feature of recent Brooklyn business enterprise has been the erection of splendid fireproof storage houses, for the safe keeping of furniture and other valuables. This was the result of the insecurity felt by people after the exposure of the inadequacy of the Brooklyn Fire Department. Upon the site of Talmage's Tabernacle was built the structure of the Brooklyn Warehouse and Storage Company. The company was organized in 1892, among its trustees being Chauncey M. Depew, H. Walter Webb, William R. Grace, and other prominent men. The building has the appearance of a Moorish fortress. It is nine stories high, has a frontage on Schermerhorn Street of 225 feet, and is 100 feet deep. No wood has been used in its construction anywhere. Its safe deposit vaults have eight hundred compartments, with room for two hundred more. Three freight elevators and one for passengers are provided in it. Its cost was six hundred thousand dollars, and it was opened for business on December 4, 1893. An event of no small interest has been the evolution of the Wallabout Market into its present proportions and appearance. Markets used to be associated with everything shabby and offensive to sight and smell. Now they present handsome buildings in New York, and the Wallabout is not outdone by any of these. At first land east of Washington Avenue was only borrowed from the Government. In 1877 a bill was passed providing for the appointment of three commissioners to consider "a proposition to exchange or sell navy yard lands between Clinton and Washington avenues." No satisfactory arrangements were arrived at until in 1891 Brooklyn purchased the grounds on which the market was established, for seven hundred thousand dollars. In 1893 the lessees were notified that they must erect substantial buildings on the sites they were occupying by the former permits, or vacate their holdings. Thus arose the unpretentious, but neat and pretty, two-story brick market houses, uniform throughout, with quaint crow-stepped gables at frequent intervals to give a faint flavor of the old Dutch times. The market square is nine hundred feet long and two hundred and forty feet wide, and six hundred market wagons can dispose of their contents here in one day.

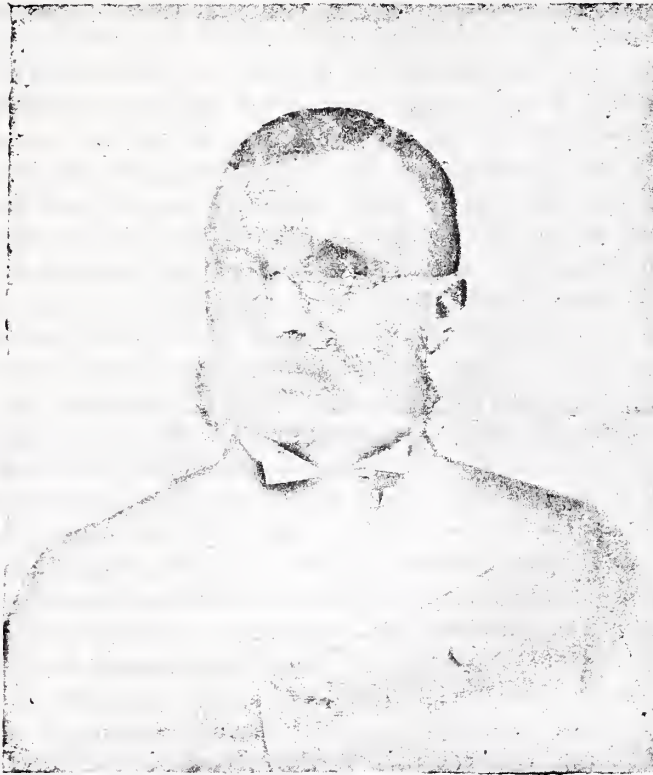
In the line of industry we come now upon an event of unusual interest at the time it occurred, but which subsequent and recent developments have invested with a surpassing and even thrilling concern. This was the building of the heavily armored cruiser, or battleship of the second class, the MAINE. The Brooklyn Navy Yard had the honor of being selected for the construction of this now famous ship

Even in anticipation of its building it attracted extraordinary attention, as being the first attempt of the Government to build a first-class modern warship in one of its own navy yards. It was announced to be the largest vessel ever put into the water by the United States; and it was to be a wholly American vessel, in design, material, construction. Indeed, the work of building her machinery was one of the greatest, if not the greatest, marine-engine construction ever attempted in this country. The Quintard Iron Works were the only bidders for so huge an undertaking, and their figure was \$735,000. The *Maine* was authorized by Congress on August 3, 1886; the plans were approved November 1, 1887; bids for materials were opened June 4, 1888, and the first keel plate was laid October 10, 1888. It was but natural that Brooklyn should have watched with eager attention so remarkable a construction going on at the Navy Yard. No less than five hundred men were employed upon the great work, which also made considerable business for the city in other ways. The date set for the launching was Tuesday, November 18, 1890, and a gala day it was for all Brooklyn. There was a great demand for tickets. The work of getting ready for the launch was itself an enormous undertaking. Divers and pile-drivers were busy for several weeks constructing the launching ways from the stern of the vessel to the water, a distance of fifty feet. On the day of the great event there were present Mayors Grant, of New York, and Chapin, of Brooklyn, Major-General O. O. Howard, commanding the U. S. Army, and one whose fame was not as universal then as now,—Commodore Dewey. Of Brooklyn men present the most prominent were J. S. T. Stranahan, and Dr. T. DeWitt Talmage. Secretary of the Navy Benjamin F. Tracy, himself a Brooklyn man, arrived with his granddaughter, Miss Alice Tracy Wilmerding, who was to do the christening. Ex-Secretary of the Navy William C. Whitney was also present, being greeted with extreme cordiality by his successor. At 12.44, noon, precisely, the vessel moved along its stays, and glided gracefully into its element. The vessels of the Navy present on the occasion, and honoring it with salutes and flag displays, were the *Philadelphia*, *Chicago*, *Vermont*, *Yankee*, *Boston*, *Yorktown*, *Dolphin*, and *Despatch*. Now followed the important work of placing the engines, which were required to develop 9,000 horse-power. The dock trial of the engines occurred on September 3, 1894; the sea trial on September 25, 1894, the speed recorded being 18.37 knots; and the ship was put in commission September 17, 1895. She was presented with a silver service by the people of Maine at Portland on November 26, 1895. And so she went forth to her disastrous fate, to be blown up in Havana Harbor on February 15, 1898. The superstitious will take comfort from the fact that the U. S. Ship *Trenton*, destroyed by the hurricane at Samoa, in March, 1888, was also built at the Brooklyn Navy Yard, being launched on January 1, 1876, and no vessel having been con-

structed there between these two ill-fated ones. With a view to the sad ending of the *Maine*, it is pathetic to read some statements contemporaneous with her construction and launching. "Extraordinary care was taken by the Government," says one, "to insure the quality and fitness of every piece of iron and steel that was required for the construction of the cruiser's hull and machinery." Another said, in comment on the foregoing: "There are, however, many officers who have expressed their disapproval of the vessel for the purposes for which she was designed, but her capabilities will probably be tried at some future time." As a warship she never had that time of trial, as we all know now. On the day of the launching, November 18, 1890, it was said: "The old admirals and officers of lesser rank had seen many warships launched, but here was one of another kind. Will she ever make a figure? Will she achieve distinction?" Surely she has; she never fired a shot at the enemy, but she has done more to injure the perfidious Spaniards by rousing all the navy to the pitch of the highest heroism and determination, than if she had fired her batteries a hundred times.

Brooklyn was treated to a water famine for a few days in November, 1891. While constructing a new line of water-pipes near the Ridgewood Reservoir, a landslide occurred, burying four men. At the same time a water-main burst, the old pipes that were being removed being very faulty, and the contractors who put in the new ones careless in handling the defective pipes. For a day or two the greater part of the city was without water, and enterprising peddlers came in with barrels of it filled at country wells, which they sold for ten cents a pitcher. In connection with the waterworks a conspicuous object, both useful and ornamental, was erected in 1893. This was the now familiar water-tower on Prospect Hill. It is of the Norman Gothic order of architecture and looks like a donjon-keep minus its castle. Its top reaches a height of three hundred and forty feet above tide-water, which is sixty-four feet higher than the bridge towers. The tower itself is one hundred and sixty feet high, its foundation being one hundred and eighty feet above tide-water. It is fifty feet in diameter at the base and twenty-five at the top; its material is rough-dressed dark red granite laid in ashlar courses. It is surmounted by a tiled roof supported by columns, above a platform for outlook. There is a winding stairs between the outer wall and the iron stand-pipe within, which is seventy-five feet high and eleven in diameter, and capable of holding 115,000 gallons of water. One hundred and forty steps, three feet wide, lead to the top. Its cost was \$85,000, the estimated cost being \$100,000. In connection with the waterworks, again, a revelation was made of municipal methods which roused the people to use their power to rebuke those who were running the city for their own pockets. East New York, or New Lots, had had its own waterworks before it became a part of Brooklyn; the law annexing it

providing that these might be purchased within two years. In December, 1890, the then Mayor, Alfred C. Chapin, agreed to purchase the works of the old New Lots Company,—calling itself the Long Island Water Supply Company,—for \$1,250,000. Mr. William Ziegler, a man of great wealth and public-spirited withal, wrote to the Mayor, Comptroller, and Auditor, on December 22, 1890, telling them that the price proposed was excessive, and that he believed the purchase would be illegal. To this Corporation Counsel Almet F. Jenks (the same who is now the assistant of the Corporation Counsel of the greater city,



MAYOR CHARLES A. SCHIEREN.

for the Borough of Brooklyn) replied on December 24, saying that he had examined the legal questions before the contract was made, and it was all right. Mr. Ziegler then took action, placing the case in the hands of his lawyer, William J. Gaynor. He presented a *fi d a - vits* on the strength of which Judge Cullen granted a temporary injunction made permanent later by Judge Bartlett, who asserted that Mr. Ziegler had made out a *prima facie* case upon the facts, which had

not been answered. What were these? That before the purchase was thought of the shares of the company had sold for \$25; that when this event seemed likely to occur they had advanced to \$70 a share; but that the city had agreed to pay \$300 per share, or \$750,000, and had assumed two mortgages of \$250,000 each. Thus, property worth \$62,500, or at most \$125,000, was about to be purchased by the city for ten times that amount. The moment these facts came to public notice the indignation was intense; a mass meeting was spoken of, at which the people were to be asked to raise a fund to conduct the trial begun by Mr. Ziegler; but he declined aid and bore the cost himself. Pro-

ceedings were begun in the Supreme Court on December 27, 1890, to restrain the Mayor, Comptroller, and Auditor from carrying out the contract. Shortly after, the General Term decided that the purchase could not be consummated, the two years having expired. This saved the expense of a long trial for the city, and it stopped the deal, but it prevented the trial of the case on its merits, and the possible punishment of the participants. It came in quite another way, however; Chapin expected to run for Governor, but this exposure killed his chances for nomination. He then wished to be re-elected Mayor as a vindication; but the shrewd McLaughlin knew it would be useless and ruinous to put him forward. Being then nominated to Congress for the Second District, Chapin lost half the votes usually cast by his party in that district, although enough obeyed the Boss to elect him. The Boss succeeded in getting his man elected Mayor, however, by putting up Mr. David A. Boody, an irreproachable candidate, from whom the people expected very different things from those which had distinguished his predecessor. But things did not much improve; could not, in fact, under such a rule as that of the Boss. Two years later the people felt compelled to rise in arms and smash the rings and bosses. McLaughlin put forward Boody for re-election, but the reform and independent elements in all parties knew him better now. Then it was hoped the Republican Boss could nominate a nobody. But again the machines were disappointed. The water supply business had made men grim and determined. The Republicans nominated Mr. Charles A. Schieren, a leather merchant, Vice-President of the Shoe and Leather Bank of New York. He had been President of the Young Republican Club for two years; was not a politician in any sense; intended to conduct, and did conduct, as the sequel showed, the affairs of the office fairly and squarely on business principles, and for the benefit of citizens, not rings. Before nominating him a conference was held of committees from the Citizens' Union, the Committee of One Hundred, and the Young Men's Democratic Club, who all agreed that Mr. Schieren was the proper candidate, whom all the elements represented would heartily support. Election day, 1893, arrived; the events at Gravesend before that day and at its early dawn, roused the voters to a frenzy of enthusiasm for good government as against all bosses such as McKane and McLaughlin, and the next day it was known what the people had done. Some sanguine natures had expected a victory, although many doubted even that. A few more hopeful than the rest predicted a majority for Schieren of three or four thousand. But it was with inexpressible joy that good men learned that Schieren and good government had won the day by a majority of thirty thousand votes. It was a very happy augury for the work to be accomplished in New York in 1894, and doubtless the thirty thousand that went in to smash McLaughlin and McKane helped to make the victorious fifty thousand that temporarily wiped out Tammany the next year.

CHAPTER XV.

BROOKLYN'S CULMINATING PERIOD.



IN his book on "Education," first published in 1860, Herbert Spencer says, descanting on the practical utility of scientific study: "Daily are men induced to aid in carrying out inventions which a mere tyro in science could show to be futile. Scarcely a locality but has its history of fortunes thrown away over some impossible project." In support of this position the philosopher adduces a few instances, and caps the climax with what doubtless he considered the most triumphant illustration of all. "Numerous attempts have been made to construct electro-magnetic engines, in the hope of superseding steam; but had those who supplied the money understood the general law of the correlation and equivalence of forces, they might have had better balances at their bankers." The people of Brooklyn, with thousands of street cars flying along their thoroughfares, and hundreds of thousands of dollars drawing comfortable percentage from the investment in electro-magnetic engines, will hardly agree with this discouraging view of the possibility of converting the force of electricity into a motive power. Thus science advances with rapid strides. What Spencer wrote in 1860, he had as yet no occasion to correct in an edition of the same book in 1878; but another score of years have made his remark obsolete. Said a scientist lately to a librarian: "Take every textbook that is more than ten years old, and put it down in the cellar."

The history of an invention which has so vitally affected conditions in Brooklyn can not be without interest to her citizens. It seems that those ignorant of "the general law of the correlation and equivalence of forces," kept on risking their balances and depleting their bank accounts. What is worse, those who did most masterfully grasp that general law kept fooling with magneto-electric appliances, until at last they were put together in the form of engines, which could do the work of steam, and might thus supersede that faithful servant. It had entered the fertile brain of Edison that such an engine could be constructed, and the result might have been foreseen when his mind went to work upon the problem. He was at that time the "Sage of Menlo Park," making world-famous that little village on the Pennsylvania Railroad in New Jersey, between Rahway and New Brunswick. In 1880 he had constructed there a dynamo-electric engine, and



THE DANGEROUS TROLLEY CAR.

he ran cars with it upon a track eighty or ninety rods long. He utilized the rails to conduct the electricity to the motor. This, of course, would not do for practical use upon the streets of a city. The first one to devise a safer method of conveying the electric current to the place where it must be converted into motive power was Dr. Joseph R. Fiuney. He provided a wire strung overhead above the railway. Upon this he caused to run a wheeled trolley, from which depended a flexible conducting cord. It was difficult to avoid obstructions to a cord or a trolley thus placed, and so the next step was the long stiff bar, or arm, pressing the trolley against the conducting wire from beneath, where the means for suspending the wire would not interfere with its progress. The first electric street railroad in actual operation in the United States was that running from Baltimore to Hampden. The electricity was conveyed by an insulated mid-rail. Brooklyn, however, was not far behind in these earlier experiments, although where the first trolley-cars ran was not Brooklyn at the time. In 1885 electric cars were put upon the tracks of the wretched horsecars plying between East New York and Jamaica, on the Jamaica Plank Road. This line was provided with an overhead wire, and the current was drawn from it by means of a flexible cord. People traveling in the cars invariably imagined that electric currents were passing through their bodies, and they gravely asserted that their watches stopped whenever they rode in one of these cars. On January 1, 1888, there were twenty-three electric street railroads in operation in the United States and Canada. As yet none had appeared in Brooklyn, and a number of years was yet to elapse before the sights now so familiar and so conspicuous began to present themselves to her citizens.

But things were working toward the present status. On January 23, 1892, the city fathers passed an ordinance permitting the introduction of the system of "trolley-cars," as they were called here; that is, of course, the placing of overhead wires over the car-tracks on the streets of Brooklyn, upon which cars were to be run by means of electric motors. The invention had then been carried as far as the arm or bar, with which these cars were to be equipped. In June of the same year the Brooklyn City Railroad Company increased its capital from six to twelve millions of dollars, in order to make the change from horses to electricity. On November 7, 1892, the trolley-cars began running on the Third Avenue line; on May 13 and 14, 1893, they began to run on the Flatbush line, and on the Atlantic and Fifth Avenue line; and on July 31, they were put for the first time on the Broadway line. Now the change was soon effected everywhere in Brooklyn so that by the end of 1894 there was not a horsecar to be seen on any of the numerous street railroads. We know of but one horsecar line remaining to-day, that running from Hamilton Ferry to Elizabeth Street, and along the latter to the long pier of the Erie Basin. But the

new and powerful and comparatively untried force in the hands of inexperienced men soon wrought sad havoc among the population of Brooklyn. The men who had handled two horses from the dashboard of a car did not know they had the power of fifty horses under their control, which the turn of the crank in their hands would let loose upon the light conveyance. Dangerous velocities were therefore constantly attained on crowded thoroughfares, and ere long the country rang with horror at the holocaust of victims sacrificed to the reign of electricity in Brooklyn. Away out in the Yellowstone Park the wag-gish keeper of a restaurant explained to his guests that he was from Brooklyn, and the reason he had gone away so far from home was that all his relatives had been killed by the trolley-cars. The list of people run down and killed by these cars up to this date is not far from one hundred and fifty. Another unhappy outcome of the new mode of travel was the difficulty of adjusting the men's work and wages and hours of service. In October, 1894, the Brooklyn City Railroad reduced the wages of its employees one-third. For some months negotiations were attempted, and the men waited patiently for redress. But early in January, 1895, five thousand went out on strike. Public sympathy at first was with the men, until they or their adherents began to commit acts of violence. It is safe to say that never before had Brooklyn presented such scenes as those that were witnessed during this strike. For the greater part of January the city from one end to the other looked like a military camp. Some seven years before a serious strike on the Atlantic Avenue system of horsecars had caused great disturbance, and had badly interfered with traffic. But the difficulty had not then been beyond the power of the city's police to handle and subdue. It was quite different now. Several militia regiments of Brooklyn and New York were called into service. They were stationed at the various "power-houses" and car-depots, doing picket duty and patrolling the streets in every direction in their vicinity. Cavalry Troop A was also summoned into action, and did effective service in protecting the linemen sent out to repair the wires which the strikers had cut. The headquarters of the military occupation were established at the car-stables of the Fulton Avenue line, near Tompkins avenue, and here the mounted sentries kept the streets clear. When crowds of rioters would collect, a cavalry charge had a most astonishingly rapid effect in causing the multitude to melt away. The First Battery of Artillery was stationed at the car-depots of the Fulton Avenue and Broadway lines, situated at the broad space formed by the junction of these main thoroughfares and of the Jamaica Road, in East New York. Gun-carriages stood around in ominous array, their loaded pieces pointing suggestively into the several streets converging here, threatening the crowds that might venture to bear down upon the troops along Jamaica Avenue, Alabama Avenue, Fulton Avenue, or Broadway. At

the Halsey Street barns, near Broadway, a part of the Seventh Regiment was put on guard. There was no holiday business about this position. The strikers here were not in the least intimidated by the presence of the troops. They made repeated attacks, repelled at first by the bayonet only. But during a particularly formidable assault, the quiet command ran along the ranks of each company: "Load with ball-cartridges." The effect upon the men was electric; they knew that a greater danger than ever was upon them, but they met the occasion with spirit. The muskets were loaded, and soon came the command to fire. A dense mass of infuriated rioters was advancing upon the handful of soldiers, determined to sweep them out of their way in their eager onset upon the property of their hated employers. The taste of the hail of bullets sobered their rage, however, and the few that fell dead warned the rest that discretion was the better part of valor in the face of a band of trained soldiers ready to do their duty. In spite of this display of military force the trouble lasted more than three weeks, and the city's expenses in regaining order were no less than two millions of dollars. The latest feature of the trolley-car system is that added in the spring of the present year (1898), when tracks were laid on the bridge roadways. Passengers now are carried over the bridge for one fare of five cents, whether they get on at Flatbush, Greenwood, East New York, or at the bridge entrance. In June of this year the elevated railroad tracks were connected with those of the bridge cable-cars, and trains pass right on to New York.

In the vicinity of the bridge changes in the appearance of the city continued to be made. The bridge terminal was extended, the station being moved to the east side of Sands Street. In front of it, on the street, a wide plaza was constructed by the removal of the entire blocks between Sands and High streets, and beyond. What was formerly a narrow alley running between Fulton and Washington streets was widened to generous proportions, and where it joined Fulton, nearly opposite Clinton, a great triangular space was formed as another plaza. The great usefulness of the Brooklyn Bridge only taught men the necessity for more of the same kind, and indeed the development of the city caused by the one, in itself has made others necessary. Various projects have been broached, or are being actively pushed in the initiatory steps by their advocates. One scheme contemplates building a bridge for railroad service only, almost by the side of the one now built. Another bridge is to be constructed over Blackwell's Island, resting a central pier upon that convenient base. Again, a third bridge is strenuously contended for by the inhabitants of Queens Borough, perhaps to rest in part on Ward's or Randall's Island, and furnishing direct communication with the Bronx. Of all these propositions, however, only one is actually on the way toward accomplishment. This is the so-called East River Bridge. It is to span the river from the foot of Delancey Street in New York, to the foot of North Sec-

and Street in Brooklyn. Its approach on the New York side is to start eighteen blocks back from the river, and on the Brooklyn side seven blocks. The cost is estimated at from eight to ten millions of dollars. The piers above the water are to be mostly of steel; there is to be width sufficient to accommodate six railroad tracks, the bridge being intended mainly for railway traffic. The time at which it is to be completed is set for January 1, 1900. On June 4, 1897, the work of sinking the caisson at the foot of Delancey Street was begun. In February, 1898, all work was stopped a while for lack of money for the undertaking.

Another project of magnificent proportions is that contemplating the construction of a tunnel to connect the two cities. On January



THE BROOKLYN STRIKE—TROOP A PROTECTING LINEMEN.

8, 1897, a commission appointed by Mayor Wurstler, laid before him a plan involving the following particulars: A tunnel to connect the Flatbush Avenue Station of the Long Island Railroad with the foot of Cortlandt Street, New York. At Cortlandt Street there was to be a low-level station seventy feet below the surface of the ground, elevators running from its platform to the street and to the elevated railroad station. Thence the tunnel was to be cut through to a station at Maiden Lane and Pearl Street, and here connection was to be made with the tracks of the Second and Third Avenue "L" roads. Thence the tunnel was to proceed under the East River, under Pineapple Street, and Fulton, to a station near the City Hall in Brooklyn; thence under Fulton and Flatbush avenues to the Atlantic Avenue Station, reaching here a level of eighteen feet below the present grade

of the street. There was to be a depressed station here, therefore, and a sunken track was to be constructed as far as Bedford Station. This being covered over with girders and masonry, would restore the surface of the street for general use. From Bedford Station the track was to rise in an open cut to the grade of the street at Nostrand Avenue; thence to be carried on an elevated structure as far as Ralph Avenue, where again a tunnel would be necessary to cut through the hill to Stone Avenue. It was stated that the time of passage from Cortlandt Street to the Brooklyn City Hall would be four minutes; to Flatbush and Atlantic Avenue Station, six minutes, and to Jamaica twenty-one minutes. Another plan proposed a tunnel terminating at Ann Street and Park Row.

At this culminating period in the history of Brooklyn, when it had become a city of a million inhabitants, with the clamor of steam and electric cars filling the air everywhere, there still are many parts where quietude and retirement can be enjoyed by those seeking them. Along many of the thoroughfares shade trees join their verdant arches overhead, forming long lanes of foliage, and constituting a distinctive charm not to be found in other cities. Upon such streets homes of elegance also abound. This is true particularly of Clinton Avenue, along almost its whole extent from Myrtle Avenue to Fulton. The wealthier residents of Brooklyn have here established homes that vie in elegance with any in New York, enjoying the inestimable advantage of having their beauty set off, and their health and comfort enhanced by standing apart from each other, and being surrounded by large and handsome ornamental grounds. For a long time a beautiful garden was attached to the house of Editor Stone on Franklin Avenue, near Fulton, noted for enormous trees. But since his death the property has been allowed to fall into neglect, and is now in the market, to be filled up very likely with rows of prosaic flats. Driveways also abound in and around Brooklyn. The Ocean Parkway has been mentioned, a road two hundred and ten feet wide throughout its whole length of five or six miles. The Eastern Parkway starts from the entrance of Prospect Park and runs along the ridge that used to divide Breuckelen from Flatbush, south of Bedford village. It is completed for a distance of two and a half miles to East New York, and is to follow the base of the ridge of hills from Evergreens Cemetery to Jamaica. A fine driveway is also in process of construction along the shore of the Upper Bay, through Bay Ridge and Fort Hamilton, and thus along the shore of Gravesend Bay through New Utrecht.

In deference to its sobriquet of the City of Churches, a parting glance may be devoted to these institutions as they were during the period now in hand. "At the opening of 1897," reads a careful estimate, "there were three hundred and fifty-four Protestant churches." Their total value amounted to sixteen and a half millions of dollars, and their seating capacity was approximately twenty-two and a half

per cent. of the total population of the city. There were seventy-eight Roman Catholic churches, with a seating capacity for over sixty-four thousand persons, and a total value of more than ten millions of dollars; sixteen Jewish synagogues, with a seating capacity of twenty-seven thousand, have an aggregate value of not quite a million and a half. "Adding together," the estimate concludes, "the membership, parishioners, and Sunday-school attendance of the Protestant, Roman Catholic, and Jewish persuasions, we have a total of 554,629, which gives us an accurate idea of the number of people who have church connections or affiliations. On a basis of 1,180,000 population, it will be seen that approximately 47 per cent. of our people have church associations, while 53 per cent. have none." This would not, on the whole, be an encouraging showing to the view of a churchman, although perhaps better than can be presented by most cities of the land. But it is to be remembered that a total population includes men, women, and children, even the tenderest babes in arms, while the church membership statistics usually include only the adults, and certainly no children younger than five years.

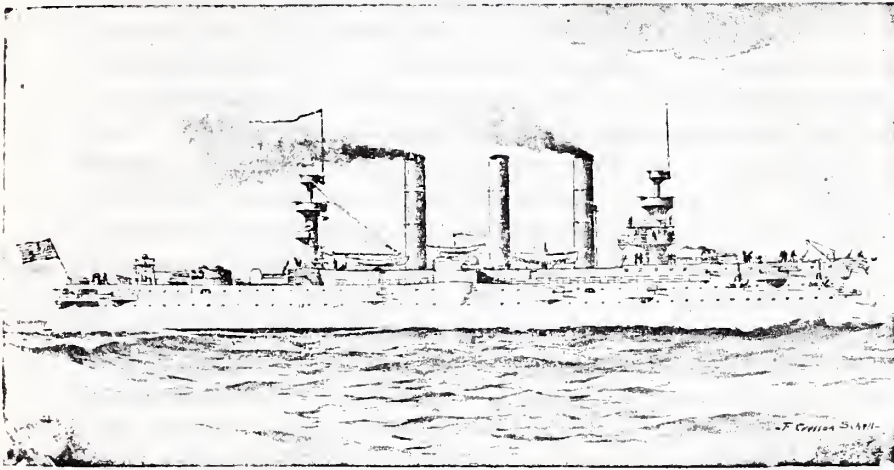
It must be admitted that even while approaching the acme of its existence as a city, with such exquisite streets as Clinton Avenue, Washington Avenue, St. Mark's Place, and those making up the Prospect Park Slope, there are several of her thoroughfares which afford interesting specimens to the antiquarian in search of cobblestone pavements. But then these are offset by a goodly number of asphalted streets. For Brooklyn has a warm spot in her heart for bicyclists. Thousands of her young men and women are devotees of the wheel, and on holidays (as well as the weekly Holy Day), thousands come over from New York to search out the excellent roads to be found on Long Island. Their passage through Brooklyn is made delightful by long continuous lines of asphalt pavement, and where the entire pavement is not thus prepared for them, strips of asphalt are laid along the curb on either side, or just outside the car-tracks. The great artery for this sort of tourists is Bedford Avenue, leading, with its smooth floor, from near Broadway in Williamsburgh, a distance of three and a half miles, to the Eastern Parkway. Thence a smooth, hard macadam invites the rider to Prospect Park, within which, of course, the riding is superb. But Brooklyn has outdone herself in the service of wheelmen by the laying out of the famous cycle pathway along one side of Ocean Parkway. This was opened June 15, 1895, and affords a straight and smooth stretch for riding six miles long. "This cycle pathway," say the guides, "is a level road, ideally constructed for its purpose, and is a result of the efforts of the New York Division of the League of American Wheelmen. It is devoted exclusively to cyclers, and has at its Coney Island terminus a shelter house, where men and women can rest comfortably in bad weather as in good, and where wheels may be left under checks." One may ride on this path at a speed of ten miles.

Although Brooklyn has now become a city of over a million people, its home-life still remains a prominent feature, and this promotes as much as ever a sociability and geniality of demeanor which takes kindly to strangers, and often drops the bars to an acquaintance unmediated by mutual friends. The verdict of the general impartial observer, accustomed to the study of cities, and with an experience of many of them all over the world, speaks in this wise, and Brooklyn ought not to listen with impatience: "Brooklyn, unlike New York, is not cosmopolitan, but it presents itself to the beholder as a pleasant but rather quiet city. The fact that it is a great dormitory [that fact will stick in men's minds, no matter how much more than that Brooklyn is], where thousands of men doing business in New York sleep and keep their families, renders this aspect all the more marked. In many respects, however, it is like New York. It has its political rings, its public buildings, its public parks, its Academy of Music and theaters, and it has many other things that New York boasts of—all, however, pitched in a minor key." Well, a minor key has its advantages, and helps make up the harmony of life. If in some notable features Brooklyn's imitation of New York is *very minor*, she may well congratulate herself.

The business of Brooklyn is growing apace, rather militating against the theory that most people only use the city to sleep in. The period now in hand was marked by the organization of the Brooklyn Wharf and Warehouse Company, in 1895. Originally the warehouses and their adjacent docks along the water front on the East River from Catharine Street Ferry clear around to the Erie Basin on Gowanus Bay, were owned and managed by different concerns, that were rivals of each other, and therefore antagonistic. But in the above year these were all consolidated into one company, with a capital of thirty millions of dollars. Important improvements have followed this unified control of the whole water front. One of these is the "wharf railroad," opened in 1896. Its success has been complete; its tracks were laid along the whole length of the water front, or about two and a half miles. It has made this section of Brooklyn quite equivalent as a terminal railroad station to Jersey City or the Grand Central Depot in New York. Along the wharf railroad freight stations are established, so that each "merchant and manufacturer of Brooklyn has been placed on an equal footing with his competitor across the river. Instead of carting his product to and from the railroad and freight stations in New York, as heretofore, the goods are now received and delivered at these stations on the water front."

A history of Brooklyn must not pass by unnoticed an honor done to it in naming one of the United States naval vessels after it, especially when that particular ship was the finest of its class in our navy not only, but in the world, at the time that it was built; and more especially still, because in the war with Spain the Brooklyn led in one

of the most remarkable triumphs. In May, 1897, the Brooklyn people were afforded an opportunity of expressing their appreciation of the compliment to their city. A committee had been appointed, with William Berri, President of Bridge Trustees, as chairman, to solicit funds and purchase a silver dinner service to be presented to the cruiser. Some ten thousand dollars were raised, and a splendid service was manufactured specially by the Alvin Company, consisting of three hundred and forty pieces, weighing two hundred pounds Troy sterling silver. The Brooklyn had been built at the Cramps's yards at Philadelphia, and on May 15 she was ordered to proceed to the Brooklyn Navy Yard, in order to receive this handsome and costly present with due ceremony. She arrived on May 20, and Saturday, the 22d, was set for the exercises. But a word or two about the Brook-



THE U. S. CRUISER "BROOKLYN."

lyn itself will not be amiss before an account of the proceedings of that day is given. She is the most formidable ship of the cruiser class afloat at the present time. She was unequalled, and even unapproached by any ship of her class then, but shortly after her completion Great Britain began building two ships of exactly the same pattern. Her length is four hundred feet, which is twenty feet longer than the New York, and her displacement, 9,215 tons, which exceeds the New York by nearly three hundred, the latter being the best of her class when first built. She has twin-screws, and a peculiarity which may add to her usefulness but detracts from her as an ornament, is the extraordinary height of her three smokestacks. They are one hundred feet long from base to top, and thereby is secured a forced draught without air pressure in the firerooms. Another unusual feature is the great berthing space, so that she can carry one thousand men, and

be serviceable as a transport for troops if necessary. At her official trial she developed a speed of 21.92 knots per hour, and along a part of the course her speed was 22.9 knots. This makes this cruiser the swiftest of her class, and so perfect is her construction, that with her engines working at their utmost capacity, there was hardly any vibration felt throughout the ship. Among the party on board of her during this interesting experiment was Attorney-General Harmon. In a moment of pleasantry he struck off a stanza or two of poetry to celebrate the occasion, hardly thinking the lucubration would find its way into the public prints. One stanza read thus:

"The City of Churches has given thee name,
So ever the cause thou maintainest be just;
Should thunders of battle thy ports set aflame,
Float stainless above them 'In God is our Trust.'"

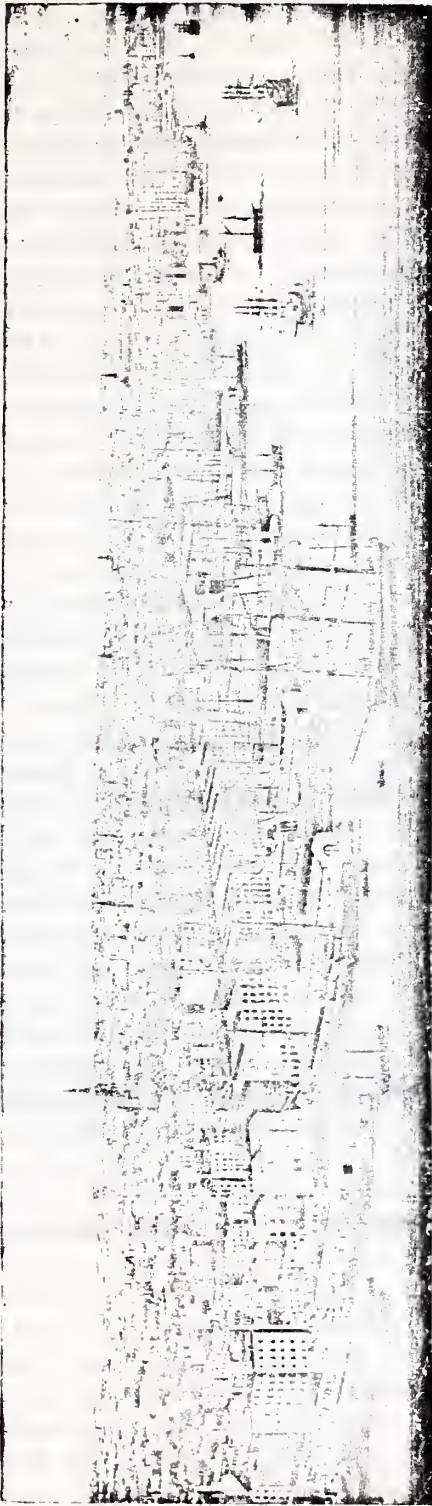
The events of the month in which we are writing (July, 1898), have proved that this poetry was also a sort of prophecy.

Saturday, May 22, 1897, was a fine day. At three o'clock the exercises commenced with the singing by a chorus of fifty voices of "America." William Berri presided; a prayer was offered by the Rev. Dr. Storrs, after which ex-Mayor Schieren made an address, presenting the service, on behalf of the committee, to the city. Thereupon, Mayor Wmster presented the beautiful gift, on behalf of the city, to the ship. To this address the Captain, Francis H. Cook, responded, accepting the service for himself and officers. Among the things he said were these: "May her career be as peaceful in times of peace, and as warlike in times of war, as that of her glorious namesake. May her lofty smokestacks be as emblematic of peace as are your church-steeple, her battery as ever ready to do battle for the right as your citizens have always proved themselves to be." At the close of the exercises "Columbia" was sung, and Dr. Storrs pronounced the benediction. A few weeks later, on June 3, the Brooklyn left for England to represent the United States, and pay this country's compliments, at the Queen's Jubilee celebration. She appeared in the naval parade of all nations off Spithead on June 25, 1897, and was the observed of all observers among the hundreds of vessels there. It can not but afford some satisfaction to the citizens of Brooklyn that in the action off Santiago on July 3, 1898, the most distinguished part was taken by the cruiser named after their city. She was Commodore Schley's flagship, and against her the manœuvres and fire of Cervera's escaping squadron were specially directed. Her perfect machinery enabled the Commodore to baffle an attempt to ram her, and then, in the long chase after the enemy's swiftest ship, her remarkable speed kept her abreast of her quarry, while her steadiness made the gunnery of the men fatally effective. An official table, furnished on July 17, recites "that the greatest proportion of large shells effectively landed went from Commodore Schley's flagship, the Brooklyn, and that she placed

twenty five-inch shells in the vitals of the different vessels of the enemy, pretty equally divided. This demonstrates that the Brooklyn fought every ship of the Spanish squadron in turn, and landed nearly twice as many five-inch shells as all five vessels did eight-inch ones, and as many as all other kinds combined." She herself was hit forty times without sustaining any serious damage, and the only man killed in that astonishing naval battle was one of her crew. The superstitious blue-jacket will say that the name of one of the most prosperous cities in the Union, attached to the cruiser, was bound to bring luck to her. At any rate, by warship and by city both, the name of Brooklyn is bound to remain imperishable upon the rolls of fame.

And now the city was hastening on to the latest and greatest of her consolidations. Annexing Williamsburgh and the rest of Bushwick in 1855; annexing the New Lots portion of Flatbush in 1886; annexing the Flatbush that remained, and New Utrecht and Gravesend in 1894, and the last of the "five Dutch towns," Flatlands, in 1896. Brooklyn was destined now soon to undergo that process herself and throw all her greatness into the Greater New York. In view of this passing away of the city's life into a larger circle of municipal existence and grandeur, it becomes interesting to note who bore last the distinction of being Mayor of so honorable and famous a city. This privilege was accorded to Frederick W. Wurster. Born in North Carolina in 1850, he came to Brooklyn when he was seven years old. Thus he was practically a Brooklyn boy, educated in her public schools, graduating from them, and entering upon a business career in the same city at the age of twenty. He had pursued this career successfully without seeking political office of any sort, resembling in this his predecessor, Mayor Schieren. Like him, however, he had had a hand in organized efforts to improve the administration of the city, having been President of the Nineteenth Ward Republican Association, his residence and business interests being located in Williamsburgh. Mayor Schieren appointed him Fire Commissioner, and his conduct of that department led to his nomination at the close of Mr. Schieren's term, who rigidly adhered to his purpose of leaving office after the great battle had been won, in which he had consented to lead the forces of reform. Wurster's election afforded an illustration of how different conditions had become during these two years. There was a complete subsidence of excitement. Neither one of the party candidates specially represented a fight for purity of government now, for each party saw that only good men could be considered as possibilities. Hence, Mr. Wurster was elected over Edward M. Grout by a plurality of only 2,095, quite a small figure by the side of Mr. Schieren's thirty thousand.

The project of uniting Brooklyn and New York into one city had been broached more than once in earlier days of the city's history, as we have had occasion to note in the progress of this narrative. As we



BROOKLYN'S WATER FRONT—WHARVES AND WAREHOUSES.

approach our own times we find that on February 20, 1874, a meeting of citizens was called by the "Municipal Union Society," which was largely attended. A discussion of the project to unite the cities of New York and Brooklyn developed the fact that it was favored by much the larger part of those present. Still later, we perceive (as we stated in Vol. I., p. 552) that Brooklyn's eminent and beloved citizen, J. S. T. Stranahan, was one of the most enthusiastic advocates of the measure; and mainly through his efforts and those of Andrew H. Green, the matter was finally brought before the Legislature. Upon the list of localities and their votes (Vol. I., p. 552), Brooklyn appears with a very small plurality in favor of consolidation—64,744 being for, and 64,467 against it, a difference of only 277. But the case against consolidation was even worse than this. When the act authorizing the vote was passed in the spring of 1894, the county towns had not yet been annexed to the city. Taking, therefore, the vote of Brooklyn as it was before this annexation, there was a majority of 1,034 votes against the measure within those limits! When the bill authorizing the consolidation came from Albany to be approved or disapproved by the mayors of New York and Brooklyn, both these officials vetoed it; but it

was passed again by the Legislature over their vetoes, and became a law on May 11, 1896. When the charter came before the mayors the next year, Mayor Strong vetoed that too, but Mayor Wurster of Brooklyn signified his approval. (See Vol. I., p. 553.)

Yet a strong and earnest movement had been afoot in Brooklyn seeking to overthrow the effect of the vote in November, 1894. The very same month the opposition to consolidation took definite shape in the organization of a body of citizens calling themselves the League of Loyal Citizens. There were only five men in this movement at the start, but success ere long crowned their efforts to arouse the people of the city to a pitch of enthusiasm equal to their own, the leading spirit being Mr. William C. Redfield. The Loyal League published a series of six pamphlets, a large number of leaflets, letters, circulars; and during several months of 1895 issued a weekly journal called the *Greater Brooklyn*. At first there was very little response. A meeting called before the end of November, at the Art Association Hall, was rather poorly attended, scarcely two hundred being present, and the New York papers especially were rather inclined to poke fun at the leaguers, and complained that the movement was a belated one, and should have been started before the vote on the subject. But gradually their work began to tell. In the Legislature of 1895, the Loyal League strongly antagonized the Consolidation Bill, and wanted to add to it a referendum amendment. The Brooklyn Aldermen passed a resolution opposing consolidation in April, 1895. In December, 1895, the League started a petition to the Legislature asking for a resubmission of the question to the people. On January 7, 1896, a preliminary meeting of eighteen gentlemen was held at the Art Association Building, to consider the advisability of calling a mass meeting to protest against consolidation, or to demand resubmission of the question. On January 13, the mass meeting was held at the Academy of Music, under the auspices of the Loyal League. This organization was now treated with extreme respect by the New York papers. The vast auditorium was filled with an enthusiastic assemblage, and the Rev. Dr. Storrs presided. His speech was forceful and witty. He stated that the object of the meeting was to enforce the petition for resubmission. "Resubmission is the subject to be discussed," he said, "but now there is a strong sentiment against any consolidation, with or without resubmission." A sentiment that was applauded to the echo, and formed the keynote to the speeches and proceedings of the evening was: "Let the future of Brooklyn remain in the hands of the people of Brooklyn." Resolutions were passed, to be sent to the Legislature, and urging that body to take no action in the matter of consolidation until the question had been once more submitted to a vote of the people. A bill to that effect was introduced by Senator Brush, and the petition urging its passage bore seventy-two thousand signatures. On January 28, 1896, the Young Re-



BIRD'S-EYE VIEW OF THE GREATER NEW YORK.

THE OTHER BOROUGHES

CHAPTER XVI.

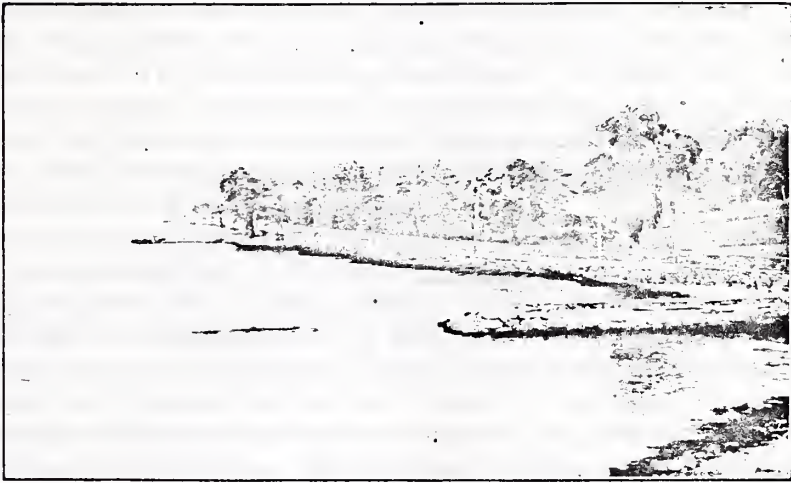
QUEENS—NEWTOWN.



THE picturesque names which diversify the map of the Greater New York have a variety of derivations. Two are suggested by natural or geographical features: Manhattan, the island, and Bronx, the river. One happily perpetuates the name of a city, great in itself until its identity was lost in a greater.—Brooklyn. And two bear permanent witness to civil divisions that once were counties now wholly or in part absorbed by this overwhelming municipality: Richmond, or Staten Island, becoming a borough bodily, and Queens yielding up more than half, and leaving the rest exposed to the inviting experiment of a newly named and organized county. So the consideration of the Borough of Queens must begin with some account of the early days of the County of Queens.

It was not till the English days that such a division of territory was heard of, and then nearly twenty years after the surrender of New Amsterdam. In that earlier arrangement already mentioned, all of Queens, with the exception of Newtown township, belonged to the North Riding of Yorkshire. When under Dongan the institution of the popular body of the Assembly made necessary a division of the province into counties, Kings must have its mate and neighbor in Queens, in honor of James's brother and his royal consort, even as Dutchess, with its unfortunate spelling, gave a name to one of the up-river counties in honor of the Duke's own wife. So that we have for the date of the beginning of Queens County as such, March 1, 1683. Holding ourselves just now to a general survey of the county only, before more properly confining ourselves to those parts which belong to the Greater New York, it may be interesting, if not particularly edifying to read some general estimates of its inhabitants,—the result of the investigations of earlier historians. Neither Prime nor Thompson are very complimentary in their conclusions. Prime, from the preacher's standpoint, draws a gloomy picture of moral desolation, mainly as the result of three sad facts: one that "Yankees

and Dutchmen, Presbyterians and Quakers, men of every religion and no religion, have for almost two centuries been mingled together, with all their various affinities and repulsions"; another that "in many towns, fishing and hunting, traveling and visiting, and even ordinary secular labor, are indulged in by multitudes, on the Sabbath day"; and, as a third, he thinks "it is proper to notice one of the principal means of demoralization, with which this county as well as the adjacent parts have been cursed for the space of one hundred and eighty years. . . . There is no reason to doubt that the passion for horse racing, so long and so assiduously cultivated, has had a powerful influence in stamping the character of the people of this county with traits so diverse from either of those with which it stands in juxtaposition." It is perhaps a little unfortunate for Queens, that



SHORE ROAD ABOVE HELL GATE.

one of the two standard historians of Long Island should have been a clergyman. It is barely possible that another writer would not have seen such specters of evil in heterogeneous religious conditions. in the recreations afforded the residents of a metropolis by proximate fields and woods and streams on the only free day that some people ever get, or in the generous contests of the turf. Yet there are deleterious consequences attached to each of these particulars, and it is open to every one's judgment to-day to determine how far Mr. Prime is right, and how truly or otherwise he has hit off the state of things as they still are to-day. Thompson has something to say on the other hand, of the intellectual status in Queens County in days of old. He remarks that the county contained mainly English settlers, and that they were but "poorly educated." As a specimen he gives us a copy of a paper or protest presented to the Provincial As-

sembly by the three members of Queens County, Thomas Willett, John Tallman, and John Willett, which reads as follows: "On the 20th day of Ougost last, the house consisting of 2 Persons, wheareof the Speeker was one, Tenn of the number did in the House chalings the Speeker to be unquallified for his being an aliane, and afterwards did repetit the same to the Governor, which they have all so giv in under theare hands; upon which heed the House being equally divided, could giv noe decision. Till you giv us fader satisfacktion, and the Speeker clere himself from being an aliane, we can not acte with you, to sit and spend ower Tyme, and the country's money, to mak actes that will be voyd in themselves." Judged by the standards of orthography of that day this does not seem so extravagantly bad; yet these protestants from Queens were expelled from the house on September 22, 1701, not only by reason of the contumacious nature of their paper, but also, as Thompson italicizes, because it was written "in barbarous English, and showing their ignorance and unacquaintedness with the English language." Without any special refutation of these disparaging representations regarding Queens County, it will be seen, as we take up the parts within the city limits in detail, that facts and circumstances of a nature to warrant opposite conclusions will not be found wanting.

Of the six townships constituting the county, three—Newtown, Flushing, and Jamaica,—fall within the territory of the Greater New York throughout their whole extent. Of Hempstead, but a small strip along its western border is included. The remainder of the township, together with those of North Hempstead and Oyster Bay, are about to be erected into a new county to be called Nassau, an appropriate reminder of an ancient name of Long Island. And Newtown claims our attention, first, because topographically it follows closely in natural order the Borough of Brooklyn, the treatment of which we have just concluded; and also because it contains within its borders a municipal development which made the action of three mayors an essential part of the accomplishment of the great consolidation which is the subject of these volumes.

As we explore the dim past the first inklings of history that give us a view of the white man in these parts show scarce half a dozen settlers within the boundaries of Newtown. Far up at what was formerly called Fish's Point, where now the North Beach Pier receives excursionists who wish to enjoy the elevating delights afforded by that highly reputable resort, Hendrick Harmensen, occupied, or cultivated, a farm of some hundreds of acres. The year given for this beginning of civilization is 1638, when William Kieft was Director-General of New Netherland. About the same time, or perhaps a little later, a tract of one hundred acres at the southern borders of the township came into the possession of and was occupied by an Englishman, Richard Brutnell, or Brutnall, whose home in England was

at Bradford in the West Riding of Yorkshire. It was probably very far from his thoughts that some twenty years later the place he was living in would be included within another West Riding of Yorkshire. The spot on which he settled was located on Newtown Creek, and along the east bank of Canapaukah Creek, a very pretty Indian name, which more prosaic days and tastes reduced to the homely designation still prevalent as Dutch Kills. On the west bank came to settle a neighbor whose nationality gave better warrant for this name. This was Tymen Jansen, whose merits as a ship-carpenter, or whose bill against them in such employ, induced the West India Company to transfer to him a tract of land on Newtown Creek, running up northward along the Canapaukah. Finally, among these earliest settlers must be noticed Burger Jorissen, whose name, as thus spelled, is sufficiently Dutch, but who is said to have hailed from Silesia, and to have been "a respectable blacksmith," as if all blacksmiths were not that. A fate similar to that of his fellow-tradesman at Turtle Bay on Manhattan befell him, in that he was brained by a hatchet in the hands of an Indian. But in life he occupied the historic position of the first white man to own the shores of the East River opposite Blackwell's Island, and to enjoy the beautiful prospects and the fertile soil which in later days made Ravenswood a spot greatly sought after.

Upon old maps of the township of Newtown, as upon the latest map of the Greater New York, there is found the name of a settlement or neighborhood known as Maspeth. This was once the title applied to all or nearly all the territory embraced within the township, under the slightly modified form of Mespat. In our previous volume mention was made of the many refugees from New England who came to William Kieft at New Amsterdam, and that among these was the Rev. Francis Doughty, who received a grant of land for himself and adherents in 1642 at Maspeth. We stated there that Mr. Doughty belonged to the Anabaptist, or Baptist, persuasion. We must be more precise here. Doubtless he finally came to conclusions as far apart from the Puritans as are contained in the Baptist creed, but his dispute at first was much milder. He only contended that the children of baptized persons, not as yet communicants, were entitled to baptism. This virulent heresy could not be tolerated in New England. For his dissent on other points from the church establishment at home he sought a wider field for opinion at Cohannet, now Taunton, until he struck out on this new line, when the skies subtending this part of the New World ceased to be wide enough for him, and he discovered, as he himself expressed it, that he had simply made an exchange of the frying-pan for the fire, which in point of personal comfort made no very material difference. Forced out of the atmosphere of Puritan orthodoxy, he gained a brief breathing spell in Rhode Island, but, not being quite a Baptist, he sought for

a permanent home and asylum under the more catholic, or more indifferent, Kieft of New Netherland. He was not disappointed in his welcome. His fortune, which had been respectable when he left the home of his ancestors in Lincolnshire, near Boston, had been shattered when he made such deplorable shipwreck of his faith, but he did not need any funds to secure from the Dutch Director a patent for a large tract of land measuring 13,332 acres at what is called Mespat in the instrument, and which thus covers the later Newtown territory to within a couple of thousand acres. All the price required was colonization and cultivation at the beginning; only they were obligated "to pay, after the lapse of ten years, the tenth part of the produce of the land, whether cultivated with the plow, hoe, or otherwise, orchards and kitchen-gardens not exceeding one morgen (2 acres) excepted." They had "power to establish in the aforesaid tract a town or towns; to erect a church or churches; to exercise the Reformed Christian religion and church discipline which they profess; also to administer of right, high, low, and middle jurisdiction; to decide civil suits"; all these, with some reservations indicated. The name was derived from an Indian one, applied to the locality or to a tribe, and written by the Dutch Mespachtes. This would have been somewhat of a jaw-breaker for the new English settlers, hence it was simplified to Mespat. It is not hard to trace the change from this to the later spelling and pronunciation. The Dutch were apt to pronounce the short *e* very broadly, the well-known American name Lausing being written Lensing in Dutch, yet pronounced the same. So Mespat became Maspeth to English eyes in order to preserve the sound to English ears. On the authority of Thompson, the Indian name applied to the territory embraced in the township was Wandowenock, and the Rockaway tribe claimed to be its owners.

Encouraged by so generous a grant of land, Mr. Doughty and his parishioners went to work to develop its resources. Dwellings and buildings to house the fruit of the land went up in many directions, but not far apart lest the perils of a savage country should find them too far separated in emergencies likely to occur. They had scarcely been a year upon the ground when just such an emergency wiped out their entire enterprise. We need not here repeat the story of those two awful nights in February, 1643, when the wails of murdered innocents went up from Paulus and Corlear's Hooks. In the war of vengeance that swept over the later territory of Greater New York, from the Bronx to the Atlantic Ocean, Maspeth suffered with all the rest, and its fate was nothing short of extinction.

When peace was again established the settlers who had escaped the tomahawk came back to their desolated plantations. The earlier occupants wishing to enjoy the security of a title put down on paper for Doughty and his people, now also secured patents or

"ground-briefs" for their possessions. Burger Jorissen, Tymen Jansen, and Richard Brutnall all did so in one month. But some changes of interest soon followed. Jansen sold his farm to Joris Stevenson; de Caper was an additional epithet which truth requires us to say means the "robber" or "pirate"; but from neither of these names would one suspect that the Van Alst family claim him as their ancestor. So was Hendrick Harmensen, up at North Beach and Bowery Bay, the progenitor of the Riker family, a name which has passed to its present form through that of the Dutch "Rycke," or "Rycken,"



QUEENS COUNTY COURT HOUSE.

the "rich," and which is perpetuated in that of the island in mid-stream opposite the site of the old Harmensen plantation.

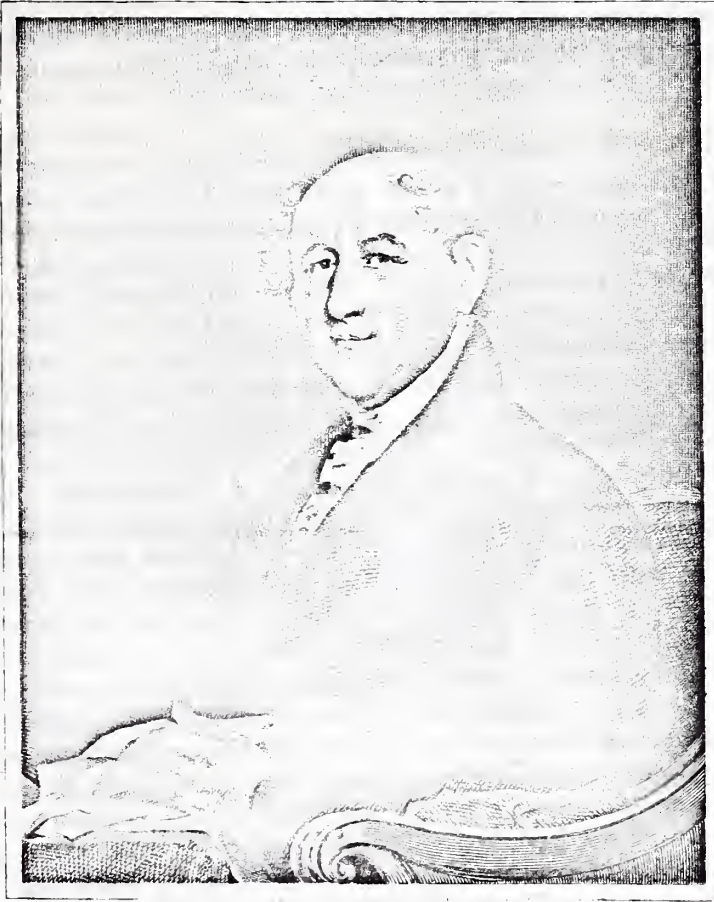
The Rev. Mr. Doughty was not so successful in permanently planting himself upon his original grant after the Indian wars. He came to entertain exaggerated notions as to his powers and privileges as a Patroon, under the patent bestowed by Kieft. He imagined he could, so to speak, subsell. Persons desiring to settle in Maspeth were required by him to pay a sum of money down at once, and to stipulate an annual payment besides. The other patentees who had received

the grant of the land simultaneously with their pastor disputed his right to make such terms with either themselves or others. If outsiders should come to locate in the colony, any payments from them were due to all the patentees, and not to Doughty only. Suit was brought before the Director and Council, and the case decided against the clergyman. He was much discouraged thereby, and felt that he was robbed of his rights. After vain attempts to obtain redress he left the township, and became the pastor of a flock of co-religionists at Flushing. Finally, in 1648 or 1649, he left Dutchdom altogether, repairing to Virginia. Meantime his daughter had married that interesting character Jonkheer, or Jonker (pronounced Yonker, and equivalent to Sir), Adriaen van der Donck, the Patroon, owner of half of Westchester County; active and skillful as an opponent of Stuyvesant, and whose property, being Yonker's land, has given a name to that beautiful city on the Hudson just outside the limits of Greater New York. That same circumstance has contributed to leave a similar name within the bounds of Queens Borough. Mr. Doughty transferred to his daughter a bowery, or farm, on the west shore of Flushing Bay. It embraced that isolated spot among the salt meadows of the bay, which rises to a somewhat higher elevation, and presents to the eye a knoll bare of trees, but covered with grass. Upon it rests the causeway which in later generations shortened the distance between Flushing and Brooklyn by some twelve miles. As at high tides the waters will cover the surrounding meadows, it has the appearance of an island occasionally, and so it bears the name of Yonker's Island, and will always be a reminder of the learned and active van der Donck. At the same time it marks the point where Newtown history takes leave of Mr. Doughty.

Some years pass away and into the township of Newtown there comes another inflow of emigration, touching another locality, having an all important bearing upon the later characteristics of the population, and determining its final designation. The section that now comes into the foreground is that of Newtown Village. In 1652, ten years after Doughty's experiment began, a company of English colonists from Connecticut came to Long Island, and found here "a locality well watered by springs, and having convenient fresh meadows." It was well away from the marshes about the banks of Newtown Creek, Canapaukah Creek, and other creeks running up into the interior, on the one hand, and those of Flushing Bay on the other. Most of the new settlers were from places near the northern shores of the Sound, from Greenwich, Stamford, Fairfield; some of them came straight from England; men of note in later years were Richard Betts, of Ipswich; Thomas Hazard, of Boston, and John Burroughes, of Salem, so that Massachusetts also contributed its quota of emigrants to Long Island. But it was still under Dutch rule, although such an incursion as the present boded no good for its

continuance. Hence, Director Stuyvesant had to be applied to for the privileges of town government, which were granted in the same forms and on the same conditions as those of the Dutch towns in Kings County. Even the name had to be Dutch, and as yet there is no suspicion of Newtown. The name of Middelburgh was given to the new township, a selection which puzzled historian Thompson. But Stuyvesant believed in the eternal fitness of things, and would have liked to reproduce the whole map of Holland in America. New Amsterdam must have its New Haerlem, because these cities were neighbors in the mother country. As there was a Flushing (or Vlis-singen) near the present English settlement, the province of Zeeland, in which Vlissingen occupies a prominent point as a port, must furnish the name of the neighboring city of Middelburgh, an interior town, to designate a location relatively similar here. Remembering then that Newtown was Middelburgh once, as we go to the spot where the old and the new Presbyterian churches face each other on what is now the Hoffman Boulevard, we may reflect that here were lined along a much less pretentious thoroughfare the New England cottages, with thatched roofs, which these newcomers quickly put up. As time went by there was a spreading out of the English settlers southwestward toward the Newtown Creek. And now originated another name which lives to this day. Here toward the east, and running up nearly to the present Newtown, was a stream, or kill, or kills. There was also Canapaukah, further down; along the latter were the farms of the earliest Dutch colonists. Hence the streams eastward, nearer the head of Newtown Creek, came to be known as the English Kills, a name not now prevalent; while, per contra, the beautiful name of Canapaukah was metamorphosed into plain Dutch Kills, and still dubs the section thus first distinguished.

It was to be expected that in the threatening and approaching seizure of New Netherland by the English, the colonists of Newtown could not be depended upon to remain loyal to the Dutch. The crisis began to appear two years before the final conquest. In 1662 Connecticut received a charter from Charles II., in which deliberate mention was made of "islands adjacent," as forming a part of that colony. The Middelburgh people hailed the paper-annexation with enthusiasm. At a meeting of the General Court of Connecticut deputies appeared from this town as well as from Jamaica. Town officers in the English style—clerk, constable, and townsmen—were elected in the name of His Majesty. When it came to the fiasco of voting for a president of the Long Island Confederation, our truculent friend, Captain John Scott, was chosen with much ardor in these parts. All this was but the prelude to the crowning event of August, 1664, when Stuyvesant surrendered to Nichols and the English inhabitants of Long Island finally had their wish. Now occurred the erection of Long and Staten Islands into Yorkshire, with its three



1797-1826.

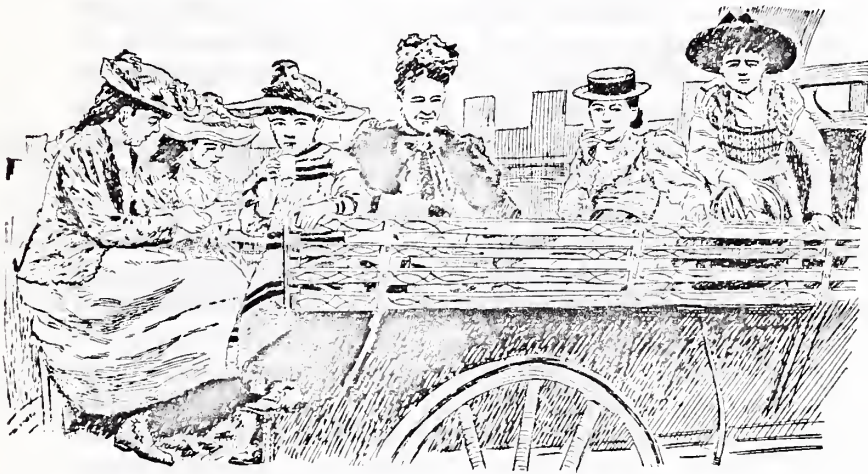
Rufus King

Ridings, the West Riding comprising Staten Island, Kings County, and Newtown of Queens. Some changes affecting this township were also made. Its boundaries were enlarged so as to take in the "out-plantations," those of the earliest settlers, which could not of right be included in the Doughty patent. In the negotiations with Connecticut, which were in treasonable anticipation of the surrender, the Dutch appellation of the town had been discarded, and that of Hastings given to it. This lasted until the incorporation with the West Riding, after which the present name of Newtown was assigned. In 1683, Newtown was made a part of the newly formed County of Queens.

The Dutch rule, especially under Stuyvesant, had been irksome to the English settlers. But the rule of the King, which they had hailed with such eagerness, soon proved to have its thorns as well as roses. The "Duke's Laws" had been duly adopted and accepted at the Hempstead Convention in 1665. Four years later there was a concerted movement on the part of all the later Queens County towns: Hempstead (not yet divided), Oyster Bay, Jamaica, Flushing, and Newtown; the one English town of Kings, Gravesend, and the two Westchester County towns of East and West Chester, to give expression to the grievances which they felt. On October 9, 1669, they addressed a memorial to Governor Lovelace. They plainly recited the points in the Duke's Laws to which they objected, and stated the provisions they wanted in their place. They complained of restrictions put upon trade. But, as chief grievance, they insisted that they could not endure the exclusion of the people from any share in the legislation of the province. They very pointedly intimated that this exclusion was tantamount to a breach of faith on the part of the colonial authorities, since the proclamation issued by Nichols at Gravesend before the surrender had distinctly promised that they "should enjoy all such privileges as His Majesty's other subjects in America enjoyed." Of these privileges a main one was a share in making the laws "by such deputies as shall be yearly chosen by the freeholders of every town and parish." Some slight attention was paid by the Governor and Council to the petitions of the towns enumerated, but the matters most keenly felt were left in abeyance. It may not have been with much regret, therefore, that in 1673 the news came to Newtown that a Dutch squadron had retaken New York and made New Orange of the capital of the rehabilitated Province of New Netherland, with Captain Anthony Colve as Governor. The town hastened to give evidence of submission to conquerors so prompt and rulers so resolute as these, by deputing John Ketcham and John Burroughes to repair to the fort on Manhattan Island. They appeared there on August 22, 1673, less than a month after the recapture, carrying the English colors and a constable's staff in token of submission. It was accepted with a swift-

ness which took away their breath, for already was their town "Middelburgh" again in the minds of the new rulers, and six names were demanded from whom were to be selected three "Schepens," as if never any other form of government had been known there. On August 24 the six names were before Colve and his council. They included those of Ketcham and Burroughes, but evidently the Governor preferred others to them, for they were not among those appointed to office. On August 31, the Governor's emissaries for receiving the oath of allegiance from denizens of Long Island, arrived at Newtown. Of the ninety-nine adult male townsmen then, only twenty-three were "at home" for this business. Their oath was taken and the magistrates were ordered to see to it that the rest did the same. The next year restored everything again under English rule and English ways, and Edmund Andros was made Governor. An incident of rare interest in the history of Newtown is connected with this official. He had but barely received back the province from Governor Colve when, on November 16, 1674, he received a paper from John Burroughes, the Clerk of Newtown, in reply to his order of November 4, reinstating the officers of the town as they were before the recapture by the Dutch. In this paper the honest clerk, in unvarnished terms, recalled the grievances formerly complained of. The Court of Assize, a sort of supreme judicatory, as we have before explained, and of which the Governor was President, also came in for a share of Mr. Burroughes's criticism. Andros did not relish such freedom at all. He ordered Captain Betts to investigate the origin of the paper, in order to ascertain whether it came from the Clerk alone, or was the expression of the sentiments of the community. A town meeting was called on December 5, at which a peculiar resolution was adopted. Riker, in his "Annals of Newtown," calls it "somewhat enigmatical." He might have used less qualifying terms. It was worthy of the utterances of the Delphic Oracle of old. The vote being put "whether the town sent the address to the Governor, the town generally voted that it is their act; that is to say, the copy of the paper which came from the Governor being read in the public meeting, voted that the town are willing to send an answer to the Governor's proclamation, with thankfulness for his care toward us." Like the Delphic Oracle of old, this vote had the advantage of being understood in just the way that any party desired. Mr. Burroughes drew from it the assurance that he was fully sustained, and was even emboldened to write a second letter to the Governor, as breezy as the first. Unfortunately, Andros drew quite the opposite conclusion, and, on the assumption that the town discarded their Clerk's freedom of address, and that, therefore, he was personally responsible, ordered Burroughes to be arrested by the Constable. On January 15, 1675, the Clerk was accordingly brought a prisoner before Governor and Council. His defense went for nothing, and he was

remanded to the city prison from that day (Friday) till Monday, January 18, when he was conducted to the whipping-post in front of the City Hall on Coenties Slip, to be fastened thereto, and to stand there for an hour "with a paper on his breast setting forth the cause thereof to be for signing seditious letters in the name of the town of Newtown against the Government and Court of Assizes." Further he was rendered incapable of bearing any office or trust for the future. This shameful sentence was carried out on Monday as ordered, but the spectacle of this worthy and venerable man of fifty-eight, thus undeservedly disgraced for standing up for the people's rights, only enhanced his act in the estimation of the people, and made them impatient with the petty tyranny which resorted to such barbarous methods for vindicating its authority. A double retribution fell upon Andros. He was removed to make way for Dongan, who came to



QUEENS COUNTY FAIR—AT LUNCH.

grant what Andros had denied, and to institute the liberal measures the petty tyrant could not have been trusted to inaugurate. And when later he came back to America with greater power than ever, it was only of short duration, and he himself found a prison closing its doors upon him as the act of an indignant people. This brings us, of course, to the days of the Leisler Troubles, as they have been called. It might have been supposed that there would have been hearty acquiescence at Newtown in the summary proceedings at Boston, which deposed and imprisoned Andros. And early in the movement which raised Leisler to the chief command, Newtown men took part prominently in his counsels. But later the headquarters of the opposition to Leisler seemed to have been taken up in Queens County. Jacob Milborne was sent to Long Island with a force to suppress this antagonism, on October 28, 1690. The rebels against the popular

party were driven from the field, but they took their revenge in addressing to their Majesties' secretary virulent accusations against the acting governor. Leisler was provoked into acts of severity by this resistance, and hence the bitter issue was hurried on when nothing but a judicial murder would allay the hatred that had been aroused on both sides. One expedition sent out by order of Leisler had been particularly exasperating to the people of Newtown and Flushing. After Major Milborne had scattered the opponents of his father-in-law's rule, Samuel Edsall, of Newtown, a member of the Council, and Captain Williams, were placed in command of a body of troops, which scoured Flushing Bay and the Sound with armed boats to prevent the escape of the "rebels" against the man who was himself considered to be a rebel by them. They were also ordered to land, search houses of suspected citizens, and seize persons and papers at their discretion. They may not have performed their ungrateful office in the gentlest or most discreet manner possible. In the complaint addressed to royalty's ears Milborne and Edsall were denounced as "two base villains," who, "with their collected rabble, in a barbarous and inhuman manner came over from New York to Long Island, and there did break open, plunder, and destroy the houses and estates of their Majesties' subjects, in a most rude and barbarous manner, not regarding age or sex."

So we pass, with but a few uneventful intervening years, from this unhappy episode, which left heartburnings in city and country for a generation after, into the eighteenth century. The preceding century had been the one of discovery and of the beginnings of civilization; that now opening was destined to bring independence and nationhood. There could be no question of either one without development of resources, and the realization of that strength that comes with the accumulation of national wealth. It will be interesting to note what share in the resources of the colony was borne or contributed by the section now under discussion. The produce of the soil was of course the first that claims attention here, as elsewhere in these rural communities, which are now a part of one great municipality, and Newtown occupies an honorable place in this particular. The farmers of the township cultivated a great variety of garden truck. Wheat, rye, and Indian corn were also raised in abundant quantity. Experiments with raising tobacco, eagerly tried on Manhattan Island, and generously rewarded by the West India Company, were quite successful in the vicinity of Newtown village, so that tobacco became a staple commodity. But the special pride of Newtown were its orchards. Pears and peaches grew luxuriously here as in other parts of New Netherland; and the apple never found a home so congenial. Indeed, one variety of this luscious fruit has borne the name of Newtown far and wide. The "Newtown Pippin," declared by agricultural authorities to be the finest apple in

our country, distinguished as it is for its superior apples, was first brought to its excellent quality upon the farm of the Moore family, near the village. These apples, so long ago as the middle of this century, were exported to England, and brought there as much as five cents apiece, or \$20 per barrel at wholesale. The people were so diligent in the cultivation of the land that in 1723 all the available soil had been made to yield its fruit, so that but few parcels were left as public lands for the purpose of furnishing funds when needed. Even then the fertility of the soil had not yet been exhausted. It needed no stimulus from artificial manures or fertilizers. Year after year the patient ground rendered its returns obedient to the touch of only the plow or the hoe. The potato had now been added to the other products, and was cultivated with great success. Domestic fowls, bees, horses, and cattle were specialties with some. Prices were low, but living was cheap and simple, and plenty reigned. In 1730 wheat sold in Newtown for 3 shillings 3 pence a bushel; butter, for 1 shilling a pound, and was of such fine quality that Newtown housewives were continually getting prizes at New York fairs. The field laborer received only 3 shillings per day, but he lived like a prince off the fat of the land. Other industries besides those directly connected with the soil were not lacking. Up at the northern extremity of the township, where Fish's Point divides the waters of Bowery and Flushing bays, a fulling mill was erected in 1691. By vote of the townspeople "the stream or brook commonly called "Lodowick Brook," was granted to two brothers Stevenson, for them to build thereon said fulling mill, which was considered a very desirable accession to the township, because imported cloths were expensive, and the people wished to raise their own sheep, and have home-made woolens. In 1711 the fulling mill passed into the hands of one Jesse Kip, who owned and operated a gristmill near Fish's Point. The former mill is no more, although one still hears of Fulling Mill Dam in this vicinity. But Kip's gristmill, sold to a member of the Fish family, and thus passing into the hands of T. B. Jackson, is still standing, and is known by the name of Jackson's Mill. Passengers mellowed by the fluids so abundantly flowing at North Beach are carried in close proximity past this mill on the trolley-cars to Brooklyn. In 1720 three gristmills were to be found in the township, and one more was added later, which did the bolting as well as the grinding by mechanical power instead of by hand. In 1721 a barkmill and tannery were put up in Newtown Village. A starch factory was also started there, while at Hallett's Cove a lime yard was established, and at the head of Flushing Bay Joris Rapelye erected a brewery, and thereby raised himself to the proud distinction of being called "the chief brewer of the town." The labor required to be done in these increasing pursuits of agriculture and manufacture was committed to a great extent to the hands of slaves. In

signed Seres Ethen, with his wife and eight children. The magistrate of the town paid their board at Samuel Fish's inn, where they stayed for a considerable time, cheerfully supported by the sympathetic and benevolent Newtown people, until provisions could be made for their self-support. In the dearth of annals which emphasized the happiness of the community keeping the even tenor of their way in this cool, sequestered vale, we may be pardoned for noting a Fourth of July made memorable just a score of years before Independence Day. On July 4, 1756, a tremendous hurricane swept through the township. It was a Saturday afternoon, when the approach of the Sabbath was casting its customary spell of repose over the quiet villages and hamlets of the town. Of a sudden, about six o'clock, a curious formation of cloud, black as ink, was seen in the northern sky. A fearful gust of wind struck the town at Hell Gate, and raced directly southward across the entire island, its path no wider, however, than eighty rods. Before it houses and barns went down flat, immense oak and hickory trees were uprooted and piled in hundreds of pieces upon roads and farm lands. The hurricane lasted but half a minute, but it was time enough to work a havoc which cost the people between five and eight thousand dollars. Another detached event to be recorded as belonging to the period before the Revolution is the visit of George Whitefield to Newtown, in 1764. The spot where he held forth may be easily identified. As no church building in the village could hope to contain the audience that would flock together from far and near, the services were announced to be held in the orchard belonging to the "corner house," later the Union Hotel, the corner being the southeast one formed by the present Hoffman Boulevard and Broadway. The Presbyterian parsonage to-day occupies the site of the orchard, so that it can be seen that it afforded a slight rise in the ground for the eminent evangelist to occupy, thus being easily seen and heard by the crowding multitudes.

It is a good place to stop here and, before going on to the exciting civil affairs of the years immediately following, to turn back and survey the field of church history in Newtown. In our previous volume (pp. 104, 105), was told the story of the treatment which two Presbyterian ministers experienced at the hands of the bigoted Cornbury. Forbidden to preach without the Governor's consent in any of the churches of the city, and scorning to ask for it, the Rev. Francis Makemie preached in a private house in New York, and the Rev. John Hampton preached at Newtown. For this heinous offense they were cast into prison by Cornbury, where they lingered seven weeks before they were acquitted. There was at this time but one church in the place, and that was the Presbyterian, built in 1660 or 1670, according as one follows Prime or Thompson. As early as 1656 a Rev. Mr. Benjamin Moore preached to the Independents, but he is

not known to have administered the sacraments. The first regular minister, therefore, was the Presbyterian pastor, the Rev. William Leverich, or Leveridge, who came in 1670 and remained till 1692. Under the impulse of his presence the church was probably built, so that Thompson's date may be the correct one. A later authority still puts the erection of the church and the arrival of Mr. Leverich both in 1663, and we are inclined to put that date back as nearly as possible to the settlement of the English at Newtown Village, in 1652. Eleven years before a church was built is hard enough to understand. Yet other matters were tardy. Thus the government of the church was somehow managed without that *sine qua non* of Presbyterianism—an eldership—until 1724. Before that date a Dutch Reformed Society had been organized. The date for this event seems to be also not without dispute. Prime puts it in 1704; Riker doubts it could have been very much prior to the erection of a church building, several years later. The Dutch were few and scattered in Newtown. They lived near the shores of Hell Gate, or East River, or Newtown Creek, and thus could easily pass over by boat to New York, Harlem, or Bushwick, to attend the churches there. Indeed it was not unusual for the good people of Newtown in their zeal to walk all the way to Flatbush to enjoy a solid Dutch discourse of an hour or more. When, about 1702, a Reformed Church was organized at Jamaica, the Newtown people were relieved and were happy to attend services there, and in 1715 they even helped toward the building of a church. But as time advanced and population increased there seemed ample warrant for a church of their own. So, in 1731, at a meeting of Dutch townsmen at the house of Samuel Fish, a church building was determined on. It was to be fifty feet long and forty feet wide, on the land of Peter Berrien, near the townhouse. On August 30, 1735, it was ready for service, which shows a dignified deliberation in the construction of so small an edifice. It was of the regulation style: octagon in shape, roof rising to a point, surmounted by a belfry. Its cost was £277 12s., or not quite six hundred dollars, as pounds then counted. As to a pastor, the arrangements were similar to those of Kings County. At first the Newtown congregation, as well as Jamaica, were included within the circuit of the parish already including the five Dutch towns of Kings. But, in 1739, a collegiate compact was formed by churches all in Queens County,—Jamaica, Success, Oyster Bay, and Newtown, which lasted until their separation into individual pastorates in 1802. The Episcopalians did not build a church until 1735. By aid of Cornbury the Presbyterian Church was occasionally seized in order to do duty for the English Church; but such efforts to establish their services did more harm than good. By pursuing an entirely different policy, and seeking establishment and prosperity on grounds of Christian worth and good fellowship, much happier results were

attained, so that, in 1733, only five years after the affairs of Jamaica had been finally settled, and Cornbury's seizure of the Presbyterian Church had been declared invalid, the people of Newtown granted to the Episcopalians there a lot to build a church upon. Building went as slowly with them as with the Dutch, and not till 1740 was the church ready for occupancy. The society was served by one minister, in common with Jamaica and Flushing. In 1761 application was made to the Colonial Government for letters of incorporation, so a separate minister might be called. But, though these were granted, the Newtown church did not call a separate rector till long after the Revolution. It is to be observed that these three churches—the Presbyterian, the Dutch Reformed, and the Episcopal, located at Newtown Village,—were the mother-churches for all those of their denominations throughout the township. We may mention that the history of Methodism on Long Island had its beginning in this township, though not in the village of Newtown. This distinction may be claimed by the hamlet or settlement called Middle Village, near the better known Lutheran Cemetery. Here, in 1785, the Methodists erected their first church, later converted into a dwelling. It may also be mentioned in passing that there was once a Baptist Church in Newtown Village. It stood upon the same road or street (now Hoffman Boulevard), where stand the two Presbyterian churches now, and near it was the house of Bretonnier, where Howe made his headquarters, as we shall note presently. The church was organized in 1809, but in 1845 it was already extinct, and the church closed. On the other side of Bretonnier's, a little further away, stood the old Quaker meeting-house, erected in 1722. Before that time the Quakers of Newtown had formed one society with those of Flushing, using together the ancient structure on Broadway, built in 1695. But in 1722 the people at Newtown had increased in numbers, and they felt justified and able to erect a place of meeting of their own. It was sold, however, in 1760, by which time most of the Quaker settlement had gravitated toward the English Kills, and, therefore, a meeting-house was put up on a plot of ground presented to them in Maspeth. But decline seemed to be the destiny of Quakerdom in these regions, and not long after the beginning of the present century stated meetings ceased to be held even in the Maspeth house, which was later used for school purposes.

No doubt the boom of the cannon in the neighboring towns of Brooklyn and Flatbush, on the day of the Battle of Long Island, could be heard in Newtown. That battle meant a big change for its inhabitants, as well as for those of the other towns of Kings and Queens counties. Here, as in Kings, there was a strong Tory party. Earlier in the conflict between king and colonies there was a keen sense of the grievances put upon the country, and a disposition to resist encroachments upon their rights and privileges. But when the

mode of redress shaped itself inevitably along lines which meant armed resistance or separation in the end, there were many who weakened in their opposition. Patriots and Tories came out against each other in resolutions and disavowals. A committee chosen by the freeholders, in December, 1774, drew up a series of five resolutions, expressing loyalty and devotion to the reigning house, but plainly indicating that the people were determined to retain and defend their rights, and closing with a cordial indorsement of the acts of the Congress which had met in Philadelphia in September. These were published in *Holt's Journal*. On January 12, 1775, *Rivington's Gazetteer* contained the following: "Mr. Rivington: Reading in Mr. Holt's last Thursday's paper, certain resolves signed by Jacob Blackwell, Chairman, entered into by some inhabitants of Newtown, approving of the proceedings of the Continental Congress; you are hereby requested to inform the public that we, the subscribers, were no way concerned in those resolves, neither do we acknowledge any other representatives but the members of the General Assembly of the province."



COLDEN ARMS.

Fifty-six names were attached to this card, among whom were no less than ten Rapelyes, five VanAlsts, some Luysters, Debevoises, Van Duyns, and Brinckerhofs,—showing that loyalty in the unpatriotic sense had struck deep among the Dutch settlers. In the course of the eighteenth century a great number of the numerous tribe of Joris Rapallo's descendants had spread from Brooklyn and Flatbush into Newtown. Meseroles also had come over the creek from Green Point, and one was found among the signers of this disavowal. Of the English settlers, Halletts and Moores and a Cornell were associated with the above, and, strangely enough, also a descendant of that sturdy opponent of Andros, Jolin Burroughes.

As yet the war had been one of papers and protocols. After Lexington other weapons came into the foreground. Riker says that now "the opposition of the loyalists in Queens County grew formidable." The county voted three to one against sending deputies to another convention called by the patriots. "Not only so," the historian of Newtown continues, "but the leaders among the disaffected began to utter threats, and to procure guns and ammunition, and array themselves in arms to oppose the measures taken by the United Colonies for the preservation of their liberties." Such actions as these needed summary proceedings in return. The convention on January 3, 1776, directed Colonel Heard, of Woodbridge, N. J., to go with a force of militia into Queens County and disarm the malcontents. On January 19, Heard, with six hundred men of his own command, and three hundred of Stirling's battalion, crossed at the Hell Gate Ferry, and, passing through Newtown township, vigorously carried out the

directions of his superiors. A great number of the inhabitants were deprived of side arms, guns, powder, and lead, and were made to subscribe an oath of obedience to Congress.

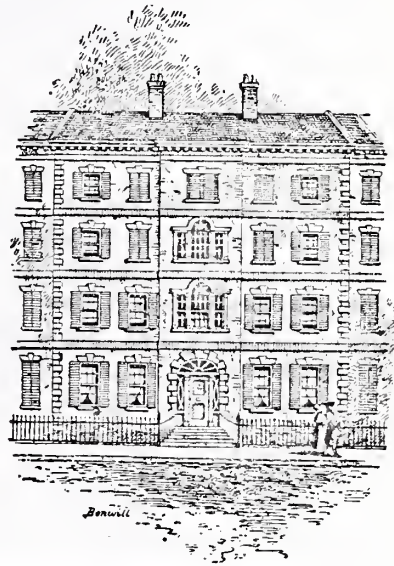
The Battle of Long Island of course turned the tables completely, placing the Tories in power, and banishing the leaders of the patriot party; and the violence of the contention before explains the bitterness of the resentment afterward and the relentlessness of the persecution which fellow-townsmen practiced against former friends and neighbors. Whether the boom of the cannon on the hills of Prospect Park and Greenwood were heard in Newtown or not, evidences of the results of that fateful day soon became apparent here. Early on the morning of August 29, the British light dragoons, who had captured and nearly murdered General Woodhull the day before at Jamaica, swept into Newtown from that direction, scouring the township for rebel leaders. They captured a few and missed others, but their laudable efforts were greatly aided by the Tories, who wore red ribbons in their hats, or red flannel rags about their arms. One George Rapelye guided the dragoons as far as the Poor Bowery and Hell Gate in pursuit of Doctor Riker, who fortunately escaped to Barn (or Randall's) Island before they came up with him. On August 30 the British army began to enter Newtown in force. Rumor had it that General Lee was preparing to descend upon Long Island from the direction of New England, and of course the point of attack would be at Hell Gate, where the mainland most closely approached the island. Hence the whole army of the enemy was massed within the boundaries of the township, with the exception of two Hessian brigades under Heister, who remained to occupy the heights of Brooklyn, and one brigade of British left at Bedford. The vanguard was led by Major-General Robertson. Leaving Brooklyn on August 30, he marched through Bedford, along the Cripplebush Road to Newtown, driving all the cattle before him that he could collect. Crossing Newtown Creek at Penny Bridge he passed through Maspeth and Middle Village, and at night encamped in the village of Newtown, where the cattle were left. On the morning of August 31 the march was resumed. Reconnoitering parties, thrown out in advance to Hallett's Cove and Hell Gate, saw no signs of Lee's approach. Resting his main body, therefore, in the vicinity of Middletown, at the junction of the present Broadway, or the older Ridge Road, and the Newtown Road, Astoria, Robertson himself took up his headquarters at the house of William Lawrence, later Whitfield's, and, still later, Stephen A. Halsey's. This stood very near the junction of Newtown Road and the present Grand Avenue. A collection of about six pine trees marks the site of the house; to the right of it, or northwest, rose a slight knoll, from the top of which the lookouts could command a wide stretch of country in the rear, and also observe what was going on in the waters of the East River. The vanguard thus safely posted

in a position to observe the movements of the rebels and to oppose them promptly, other portions of the British army were disposed throughout the township and encamped at various points. Lord Cornwallis and the British reserves lay in the vicinity of Dutch Kills; General Leslie and the light infantry, along Newtown Creek; the Hessian grenadiers and chasseurs, or *jagers*, under Donop, north of Maspeth, in a line toward Middletown. All these forces were under the command of Lieutenant-General Sir Henry Clinton, whose headquarters were at the house of Nathaniel Moore, later S. B. Townsend's, on the road that branches off from the one to Middletown, a little below that hamlet, and leads directly to the Poor Bowery, or Bowery Bay. The house was not far from the junction of this old road with the present Jackson Avenue, where to-day is found the depot of the Queens County Electric Railway. At the same time, Lord Percy, with his command, and General Grant, who had begun the attack on the 27th, were encamped near Newtown village, whither finally came also the Commander-in-Chief himself, Sir William Howe. On the street or road leading past the Presbyterian Church, opposite where a road branches off at right angles and crosses the Horse Brook, was put up the Baptist Church in 1809. Next to this still stood in 1850 a large house, then Bretonnier's, but in 1776 the property of Samuel Renne; church and house are both gone now, but the careful student can easily locate the sites whereon they stood. Here, at the "Big House," Howe, a lover of ease and good living, made his headquarters. Scarce an eighth of a mile back of the house rose a rather high ridge of ground excellent for observation, and in the shelter of which huts were afterward built for a more permanent encampment. At Newtown, on September 3, was written Howe's official account of the Battle of Long Island, addressed to Lord Germain.

The next day after General Robertson's arrival, Sunday, September 1, his cannon having come up, he planted a battery at Hallett's Cove (Astoria), on the projecting point where the ferry to 92d Street now lands its boats. All day long its fire was directed against the redoubt on Horn's Hook, or Gracie's Point, now a part of the East River Park, but not much damage was effected. No enemy appearing to be contemplating a crossing of Hell Gate and a descent from the north, Howe resolved upon an attack on New York City. On September 12 the *Rose* frigate passed through Buttermilk Channel, passed the ships lying in the Wallabout, and anchored off the opening into Bushwick Creek. A battery located at Stuyvesant's Point, on Manhattan Island, opened fire on the frigate, and of the nineteen shots directed against her, eighteen struck her hull. Only the first missed the hull, but that struck and shattered her rail, killing a cow just brought aboard by Jacob Polhemus. On September 15 all the ships that had passed the lower batteries and had taken shelter in the creeks and bays of the Long Island shore, came forward, and, lying opposite the

entrance of Newtown Creek, swept the shores of Kip's Bay with their cannon. At the same time a long procession of boats passed out of the creek, the forces lying in Newtown having embarked within the shelter of this deep inland channel. The rest of the story of the taking of New York we have already told. General Robertson, in concert with the movement on New York, left his position at Hell Gate, and marched to Whitestone to hold in check any possible diversions in that quarter. His headquarters were then occupied by General Heister, whose Hessian brigades held the post at Astoria until October 12, when the troops were called away from Hell Gate to join in Howe's march into Westchester County, which was checked by the drawn battle fought at White Plains on October 28, 1776.

And now for Long Island and all of the Greater New York territory began the British occupation of seven years. The wanton devastation of war made the necessities of subsistence scarce and the prices high. Wheat was 8 shillings per bushel; rye, 5 shillings; a load of straw cost 10 shillings; clover and timothy hay was £6 (\$15) per ton; Indian corn and onions cost 5 shillings per bushel, and potatoes 4 shillings. As everywhere else, dissenting churches fared hard in Newtown. A number of young Tories vented their spite against the Presbyterian Church, because most of its members were patriots, by sawing off the steeple. The interior was turned into a guardhouse and prison. Not satisfied with such desecrations, the authorities allowed it to be demolished bit by bit, and the woodwork of walls and pews to be converted into huts for the soldiers. So many of the Dutch families being loyalist, that church was spared. One of the collegiate pastors, however, Domine Froeligh, who resided at Jamaica but also ministered here, was a Whig. He had prayed the Almighty to sink the fleets of the invaders, and thus keep their feet from polluting our shores; and it was noted as a striking coincidence at least, a case of *post hoc* if not of *propter hoc*, that a fleet of forty-three vessels, when five days out from Cork for Boston, with twenty-five hundred troops on board, had encountered a tremendous storm, scattering the ships and seriously delaying the expedition, resulting in the evacuation of Boston in March, 1776. Mr. Froeligh was, therefore, a marked man, and while his colleague, Rubel, might stay and preach, he had to go. He escaped from Jamaica into Newtown and found a hiding-place



MACOMB HOUSE, BROADWAY.

for one night at the house of one of the Rapelyes at Hell Gate, who conveyed him across the river the next morning. The enemy made good use of the loyalists for militia duty. They were organized into two companies to do patrol duty and prevent incursions, one of which had in charge the northern portion of the township, or the "north beat," and the other the "south beat." A body of light horse was also raised to scour the shores and head off whaleboat parties. The list of officers of both these arms of service presents a curious monotony of names. The "north beat" company had for its Captain George Rapelye; its Lieutenant, Daniel Rapelye (son of Abraham); its ensign, Jeromus Rapelye (son of Jeromus). The Captain of the light horse was Cornelius Rapelye (son of Daniel); the Lieutenant, Daniel Rapelye (son of John); the Quartermaster, Cornelius Rapelye (son of Jeromus). Thus this family in its representatives north of Newtown Creek differed considerably in political sympathies from those south of that stream. Only John Rapalye, of Brooklyn Ferry, stands conspicuous for loyalty in Kings County; while the Rapaljes of New Lots, with Major Daniel Rapalje at their head, were true to their country's liberties.

The famous 42d Highland regiment was quartered during one winter in Newtown, and in the spring the obsequious loyalists presented an address to Col. Thomas Sterling, thanking them for "their very equitable, polite, and friendly conduct," saying that they parted from them "with regret, and wishing them glory and success." As they were then (1779) on their way to the campaign in the South, this wish expressed no great desire for the liberation of their own country. Possibly the 42d deserved the encomiums heaped upon it, although in that case it must have differed radically in its conduct from the other troops of the enemy. But yet it seems incredible that nearly a hundred men could have been found in the township to give expression to sentiments like these.

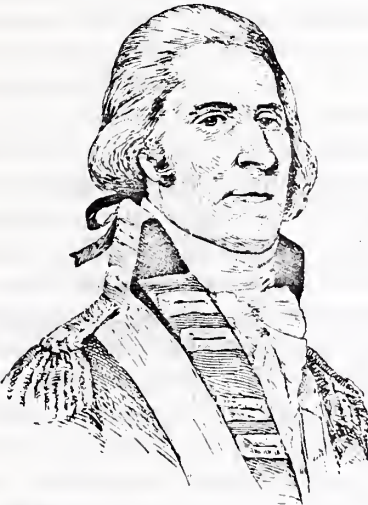
In 1780 an event of an exciting nature for that day, and for many a day and year thereafter, occurred in Hell Gate, and thus entered into Newtown's own peculiar Revolutionary history. For some days an English frigate lay anchored in Hallett's Cove. It was the *Huzza*, which it was said was ordered to proceed through Hell Gate to New England, with pay for the detachments of British troops posted here and there along the Sound. She was destined not to accomplish her mission. Proceeding to thread the dangerous and intricate channel, the frigate struck with the full momentum of a swift tide upon Pot Rock. A hole was stove into her hull below the water line, but ere she filled enough to sink she floated as far as Riker's Island. In its vicinity she sank in deep water, so that not a vestige of her appeared above the surface. But the spot was noted, and her errand being remembered, diligent attempts were made for years afterward to secure the treasure supposed to have been aboard. As late as the

middle of this century such efforts were made, and it was ascertained that then the vessel had come quite apart, and was almost completely embedded in the mud. A sinister story has since been circulated that she lay in Hallett's Cove for a long time, in order to accomplish the removal of the strong-box, and that thereupon the vessel was purposely allowed to run upon Pot Rock so as to cover up the theft. This would, of course, account for the failure to recover treasure from the wreck; but it reflects rather too severely upon the reputation of British naval officers.

As in the other towns, the woods were remorselessly cut down, and isolated trees, fences, and all available timber utilized for fuel, so that ere long there was no more fuel to be had. In this emergency some of the British troops, accustomed to cut peat out of the bogs at home, turned their attention to similar ground in Newtown, and discovered that this form of fuel could be here supplied in abundance. Furman, in his notes, tells the interesting story of the discovery: "It was on the land of my great-uncle, William Furman, at the head of the 'Vlie [*i. e.*, 'Head of the Fly,' the beginning of Flushing Creek and meadows], in Newtown, that the first turf was thus cut. He remonstrated with the British officers, believing that they would ruin his land, and told them that they might cut all his wood, but should leave his meadow. They replied that all his wood would not serve the British troops about New York for a single month; but that there was turf enough on his land to serve as fuel for the whole British army in America. So they cut it regardless of his objections, and without paying him for it, as he was known not to be a loyalist, and had relatives in the American army. They also told him that the deeper it was cut the better it was, which my great-uncle found to be true, and always afterward used turf for fuel, from preference. It was truly a providential discovery for the Long Island people, who were beginning to be distressed for want of wood, which had nearly all been cut off by the British troops." The discovery then made was not allowed to go lost; for many years after the peat bogs were drawn upon in other places as well as here, although those of Newtown were admitted to be the most valuable of all. Only toward the middle of this century, as the forests reasserted themselves and as coal came into more general use for domestic purposes, did the burning of turf or peat fall into disuse. Thus, at least, one good turn was done to the island by the otherwise so ruinous occupation of it by the enemy. It was with much joy that the time was hailed when the British finally evacuated the country, and left the vicinity of New York and the metropolis to the government of their own countrymen. It was a sad day for those loyalists who had gloated over the miseries of their neighbors, and had aided to make their burdens more galling. Scarce one of them dared remain, most going along to Nova Scotia when the army departed. On Monday, December 8, 1783, a grand celebration

took place at Jamaica, at which were present representatives from Newtown. Not content with this general celebration, the people of Newtown organized one of their own at Dutch Kills, at the Stone house, then a tavern. Among other features were thirteen lamps hung up to illuminate the room where the exercises were held.

During the occupancy of the British, town government in Newtown had not been suspended. From year to year, if only in form, officers were elected as in the days of peace. On December 22, 1783, the first election took place under independence, and under the auspices of the sovereign State of New York. Then Samuel Riker was chosen Supervisor; John Gosline, Constable, and Philip Edsall, Clerk, to serve until April following, the usual time for the election of town officials, when the incumbents just mentioned were re-elected. Grad-



GENERAL EBENEZER STEVENS.

ually the effects of peace began to tell upon the desolated township; prosperity began to return, especially after some fixity had been given to the Republic by the adoption of the Constitution. In 1790 the population of the town reached over two thousand souls. Enterprise met the demands for intercourse with the outside world. Early in 1798 it was announced that on March 31 there would start from in front of A. Rapelye's house, near the village, "a neat, light, airy coachee, hung on steel springs." It would run regularly to Brooklyn on Mondays, Wednesdays, and Saturdays, leaving the village at 6 o'clock in the morning, carrying only seven passengers at the utmost, charging 3 shillings for the

through trip, and 5 pence per mile for way passengers. The road then followed was that through Maspeth, across Penny Bridge, so through Bushwick to Cripplebush and Bedford. It was not till 1805 that the Flushing Avenue extension of the Cripplebush Road was finished, when the distance to Brooklyn was cut down about four miles. In 1816 the Williamsburgh turnpike was completed, opening traffic from Newtown direct to the new ferries at that point, and curtailing the distance to the metropolis just one-half.

And so we cross the threshold of the present century, whose happenings are more briefly told than those of the other two through which the history of Newtown extends, because there is not the charm of distance to lend importance or interest to affairs essentially possessing otherwise but little of these qualities. What is the building of a church or the starting of a stage, in any of these regions within the

last ten or twenty years, compared to those same simple occurrences when we can fix their dates at the beginning of the settlement, or during the days of the Revolution? Bushwick remained rural in its characteristics, and was consequently void of much material for the pen of the historian, until the settlements began on either side of Grand Street which resulted in the City of Williamsburgh. Greenpoint was not roused out of its bucolic conditions till still later in the century, or 1832. As Newtown was more remote than either of these localities from the overshadowing metropolis, it was to be expected that its rustic retirement would be invaded still later by the busy tread of municipal progress. As we shall see presently, not till far past the middle of the century was any portion of Newtown, and that a small corner of it, touched with at least the nominal dignity of a city. Whether it was much more than a city in name, and in mockery of that name, we leave to the dispassionate critic.

The war of 1812 occasionally made itself felt or seen to the inhabitants of Newtown. Those of them who resided along the shores of the East River and were accustomed to hear the roar of the tides in Hell Gate, beheld a gay sight on September 11, 1813. On that day a flotilla of gunboats, thirty in number, came sailing and floating with an incoming tide, past the northern extremity of Blackwell's Island. It was a delicate and difficult feat to thread the way of so many vessels, small as they were, around the formidable obstructions which then imperiled progress through the Gate. But the exploit was safely and successfully accomplished, and opposite Sands Point the little fleet exchanged shots with the British frigate *Acasta*. The wind was too strong to permit the proper maneuvering of the American flotilla, or else it might have gone hard with the *Acasta* or its one or two mates, which were endeavoring to make good the formal declaration of the British Admiral that Long Island Sound was in a state of blockade. Toward the close of the war, in 1814, when all of New York and Brooklyn were astir throwing up fortifications against a foe hourly expected, but who never came, Newtown offered some points of vantage for defense. A fort was built upon Hallett's Point, around which swept the waters of the East River into the Hell Gate passage, called Fort Stevens in honor of Gen. Ebenezer Stevens, who about this time or later occupied a country-seat at Astoria. An observation tower, combining some of the features of a blockhouse, was placed upon the hill rising abruptly from the river near this point, affording an extensive view along the dangerous strait and into the broader waters beyond, so that an enemy's approach could have been observed from afar. But no "war's alarms" came to further disturb the quiet of the neighborhood, and while peace was being concluded at Ghent, in Belgium, and Jackson was preparing for his glorious finishing blow at New Orleans, the good folk, English and Dutch, of this township, were contending with foes at home, who were using the exigencies of

war to lay siege to their pockets. This we learn from an advertisement in the *Long Island Star*, one day in December, 1814, which read as follows: "Those inhabitants of Newtown who prefer the interests of their family and country to the paltry schemes of speculators, are requested to meet at Bernard Bloom's inn on Friday, January 9th [1815], to consider the expediency of denying themselves the use of tea and sugar, till the exorbitant prices are reduced." Fortunately a list of those prices is preserved. While coffee was 23 cents per pound, Hyson tea was quoted at \$1.94 and Souchong tea at \$1.50. Sugar was put at \$22.50 per hundred-weight. A little later sugar's price rose to \$25 per hundred-weight, but when the news of peace arrived in New York on Valentine's Day, 1815, it promptly fell down to \$13.

After the War of 1812, or rather the peace of 1815, as we saw, New York really began to make its big strides toward the present greatness. It was in 1819, and after, that the immigration from Europe began to assume astonishing proportions, first attaining its tens of thousands, and then its hundreds of thousands. The deposit of this immigration fell upon Long Island as well as upon the metropolis, while the greater numbers went westward to develop the resources of unoccupied regions. Williamsburgh and Brooklyn came to villagehood and cityhood as the result of it, and gradually the rills of population sought an outlet into Newtown. In 1790, as we saw, the township had a population of 2,111. Forty years later, or 1830, it was but 2,610, an increase of one less than five hundred. In 1835 the figure had grown to about thirty-five hundred, or almost a thousand in five years. Fifteen years later, or 1850, and the latter figure was more than doubled, the population then counting 7,207. Naturally enterprise invaded the rural quietude with the influx of population, and it is interesting to note that the awakening to the importance of industrial activity took shape within the township in ways closely allied to its time-honored devotion to the products of the soil or the workings of the farm. Nurseries for the culture of trees and flowers sprang up everywhere, and are to this day a prominent feature of Newtown. At Astoria, as we shall note more fully later, were established the famous seed farm and nurseries of Grant Thorburn. In 1834 an undertaking was started worthy of the encomiums and enthusiastic description by one of Long Island's honored historians. This was the milk farm of D. S. Mills. Mr. Mills purchased for eight thousand dollars a farm of two hundred acres, located southeast of Newtown and a little east of Middle Village, near the junction of the Williamsburgh and Jamaica turnpike with the road that comes down from Newtown. The farm was divided into fields of five to ten acres, separated from each other by substantial stone walls. A barn two stories high, one hundred and fifty feet long, and forty wide, was constructed of stone. The interior was arranged into two rows of fifty stalls each, three feet by twelve, with a broad passageway between,

affording room for a loaded wagon. These hundred stalls each contained its cow comfortably and cleanly housed, and well fed every day, for they were given one ton of English hay per diem, and eight hundred quarts of Indian meal. In 1839, when Thompson wrote, the average quantity of milk obtained daily was nine hundred quarts, and he goes on with a very interesting arithmetical statement: this, sold at 7 cents per quart, amounted to \$63 a day, or \$22,995 per annum, which we assume to be correct without further verification. A remark at the close is somewhat puzzling to us at this date, but may have had much pointedness in his time: "It is much to be lamented that the inhabitants of our cities should not be fully supplied



RAPELYE HOUSE, NEAR HELL GATE.

with milk of this description, seeing that no reasonable impediment exists to prevent it." We should have imagined that Mr. Mills's remarkable milk-farm existed exactly for the purpose of supplying the city or cities in the vicinity (Brooklyn became such in 1834). It is hard to see how he got his twenty-two thousand, or nearly twenty-three thousand dollars yearly, except the city people paid that to him for the milk brought to their doors. Surely he did not work off his nine hundred quarts daily on the rural denizens of Newtown or Flushing or Jamaica. At any rate, in 1852, when Riker wrote, the enterprise was still in full swing, and is mentioned with pride by that annalist as among the biggest in the land.

The growing population made necessary an improvement in the

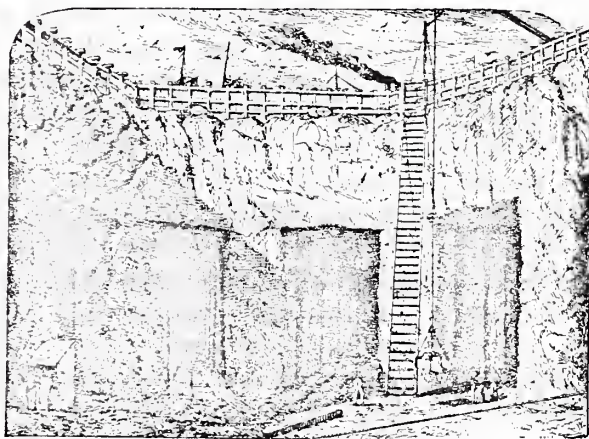
facilities of communication between the different settlements. In 1847 there was quite a furor for building plank roads on Long Island, and twenty years ago some of these remnants of an earlier day were still something more than names. Indeed there may still be found sections where the frayed, and frilled, and dangerously bobbing planks come jumping out of the dust as you inadvertently step on one of the multitudinous loose ends. Newtown's turnpikes, running through from Jamaica or Flushing to Williamsburgh, Bushwick and Brooklyn, were soon supplied with these boards or planks, which, while new, relieved the tug of the horses upon the heavy truck-wagon very materially. Stages continued to make infrequent and slow journeys along these highways. After the middle of the century (1854) the Long Island Railroad built its branch on the "North Side" to Flushing and beyond, so that various points in Newtown were placed in rapid communication with the cities on the East River. In 1876 a line of horsecars was extended from Brooklyn to Newtown village, which even in its later stages did not present any very exhilarating spectacle to the beholder, or very tempting accommodations to the patron. The stables were at the terminus in Newtown, near the railroad station, and to-day they stand in ghastly desolation, a relic of the past, though that past reaches back only to the centennial year. Within the past decade the trolley-car has come to bless these rural regions. More than one line traverses the township from end to end, east and west, north and south, carrying passengers rapidly from locality to locality within its borders, and also with satisfactory promptness, expedition, and frequency to the great centers of business at the west. Thus have been built up and are rapidly growing several of these neighborhoods which, without special incorporation, are yet recognized as distinct villages. Some of them bear the old names that carry us back to the very beginning of Newtown; some of them are known only to these later days. It becomes time to take a brief survey of a few of the principal ones.

When Newtown was a designation as yet far in the future, and Wandowenock an Indian name of which official circles took no note, Maspeth was already both official and native, as we have duly noted. We know it now as the seat of extensive manufactures, and for its proximity to one or two famous cemeteries. Early in the century it received distinction as the favorite residence of the famous De Witt Clinton, who figures so prominently in the history of New York City and State. As we have noted more than once, he married a daughter of the merchant, Walter Franklin, and the fair Quaker milkmaid of Flushing, Hannah Bowne. Mr. Franklin, whose city house in the present Franklin Square became Washington's first Presidential residence, had a country-seat at Maspeth, which eventually came into possession of his daughter, Mrs. De Witt Clinton. We get some notion of the estate from an advertisement placed in the papers shortly after

the Revolution by the widow of Walter Franklin, before she married Samuel Osgood, the Postmaster-General under Washington. From this we learn that the place covered twenty-nine acres. It was located at the head of Newtown Creek, "two miles from church," and upon it were a double house, a barn, a stable, and a coachhouse. It was not offered for sale, but to let. Here Clinton was wont to enjoy rest from political agitations and his contention for the Erie Canal. The passenger on his way to Manhattan Beach or to Jamaica may get a brief glimpse of the old and substantial mansion on the left side of the railroad, just after he has dashed past Penny Bridge and Calvary Cemetery.

Middle Village and Middletown seem to be distant echoes of the old name which the Dutch Director compelled the English settlers of 1652 to give to their township, *Middelburgh*, of which the latter is an exact English translation. Middletown is now hardly more than a name. Middle Village

is even yet a settlement distinct. It derives interest from the fact that here was built, little more than a year after the Evacuation, or in 1785, the first Methodist Church on Long Island. The southern edge of the settlement is skirted by the Williamsburgh and Jamaica turnpike, and naturally population gravitated that way, so that in 1836 the Methodists built a church on



HELL GATE EXCAVATIONS—SHAFT AT HALLETT'S REEF.

that road. But in 1850 the site of the older church was still to be identified, it having been turned into a private dwelling. It fronted on a road running northerly at right angles to the turnpike. The erection of the new church brings into view another circumstance which well entitles Middle Village to the attention of citizens of Greater New York. It was built largely by the liberality of Mr. Joseph Harper, the father not only of James Harper, Mayor of New York in the early forties, but of all those enterprising Harper Brothers, who have raised the printers' and the publishers' business in New York to such honorable prominence and remarkable proportions. At Middle Village the air was made fragrant by an essence and chocolate factory years ago, something that can not be said of factories established along the Newtown Creek in later days.

Following the line of the Long Island Railroad, the first rural settlement of more modern times is Woodside. As a neighborhood it dates from 1849, and as a postoffice from 1864, its name having its origin from a series of articles written for a newspaper, which were dated at "Woodside" by the author, John A. F. Kelly, because his residence adjoined the forest. In 1882 there still stood here on the road to Middletown an old and immense chestnut tree, which was said to be three hundred years old. Winfield, also dating its existence from 1849, comes next. In the same year Fisk's iron foundry was established here, which later became famous for the manufacture of metallic coffins, an industry quite appropriate to Newtown with its superabundant cemeteries. In 1872 Winfield obtained a postoffice. We meet with a new development and a modern name as we approach the old village of Newtown. Its ancient parts lie all between the railroad and the street on which stand the old and new Presbyterian churches, and these still bear the original designation which finally gave a name to the whole township. But north of the tracks whole streets have been recently laid out, and handsome modern cottages are rapidly filling them, and for these a new name had to be invented. The prevalence of certain noble old trees in the vicinity suggested the poetic title of Elmhurst, which is unfortunately much affected even by residents in the older portion, and is a term recognized by the postoffice, it is to be hoped not to the exclusion of the historic title. Still farther east, north of what erstwhile was dubbed the White-Pot, we now find the populous neighborhood called Corona. Here industry claims the making of porcelain and eke of portable houses and even churches. Otherwise there seems nothing remarkable except the larger population as compared with the other settlements mentioned. All these places present one similar and prominent feature: they abound in small houses, mostly frame, many only a single story high, which have been built and are occupied by thrifty German people. For many years they have been in the habit of spending the Sunday away from the restrictions of the metropolis, to enjoy in the various localities in Newtown the fresh air and cool beer, in the beer-gardens with their various attractions that are here seen in plenty. Thus many have come to fix their homes permanently in the township, and they are happier and healthier here than in the crowded and smothering city.

As we look on the map of Greater New York, we see these and other places too numerous or unimportant to mention dotting the territory of rural Newtown. There is much open country yet, which for the most part is taken up with habitations for the dead. The township is noted for the facilities it affords for burial, a half-score of cemeteries more or less famous springing to mind: Cypress Hills, Evergreens, Maple Grove, scattered along the Jamaica boundary, and Calvary, Lutheran, Olivet, and others, occupying a more interior position;

while at a place called Fresh Pond is one of the few crematories to be found in this country. The living will soon be crowding around the dead, and the open spaces be filled up. As improvements prevail and city conditions shall more fully remove the rural ones, it will be more thoroughly realized that Newtown belongs to the vast municipality of the Greater New York.

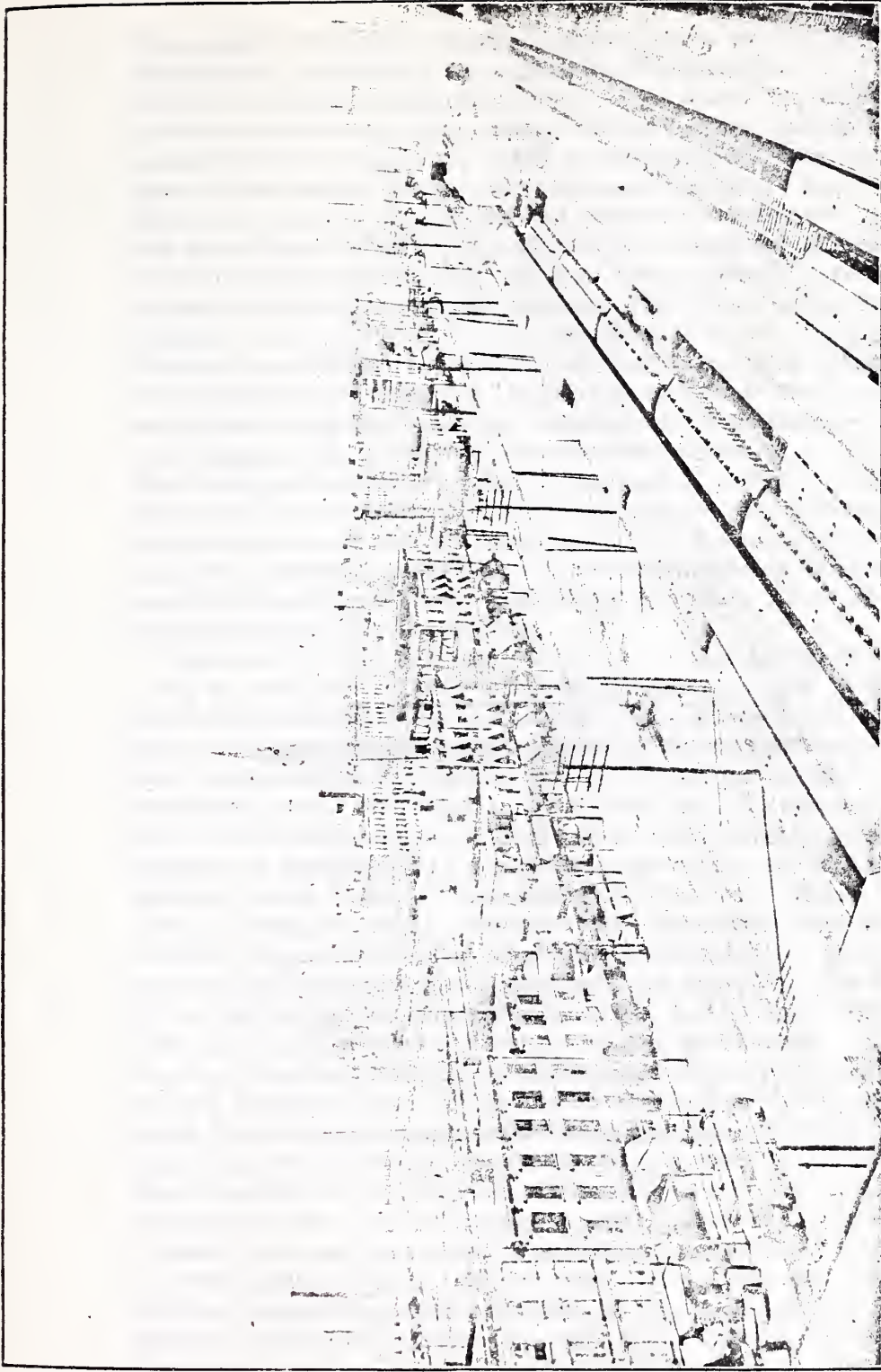
CHAPTER XVII.

QUEENS—LONG ISLAND CITY.



LIVER WENDELL HOLMES, in his lively way, remarked that as the result of wide observation in many places throughout our happy Union he found it true of all of them that in the fond opinion of the residents "the axis of the earth sticks out visibly through the center of each and every town or city." He evidently went around the country too early to get any experience at Long Island City. No inhabitant of that place has pride enough in the corporate collection of localities which make it a city to think that the axis sticks out anywhere within its bounds. If it came to a question of this or that neighborhood or settlement now included within the city, perhaps the axis theory might hold. Each place has its people who have some pride or affection for their own vicinity, and with a curious diligence they used to circulate the information that there, however named, they lived. So industrious was this hiding of the corporate general name that often it was with a shock of surprise that strangers abroad in other parts of the State or Union would learn that so and so, of Ravenswood, or Astoria, or elsewhere, were also of Long Island City. And while the forced combination of widely separated communities—out of touch with each other as much socially as topographically—had something to do with this suppression of identity with Long Island City, the peculiar events of its municipal history, which made the place an ever-fruitful butt for the wit of the minstrels and music halls, doubtless also contributed to the modesty of its citizens in claiming its jurisdiction. Nevertheless, Long Island City has become "part of the Greater New York," much to the relief of this painstaking modesty, and its annals claim attention in our book.

The history of some of its easily separable parts go back to very early days. We have already had occasion to mention some of the facts showing this, which we need repeat with but few additional details. Hendrick Harmensen, who settled in the vicinity of Bowery Bay and North Beach as far back as 1638—when Flatlands had been only recently bought, and Breuckelen was yet to come by eight years—was killed in the Indian wars in 1643. His widow married a certain Jenriaen Fradell, described as a Moravian, but whose name has so strong a French flavor that it would seem he must have been a



VIEW OF LONG ISLAND CITY FROM TOWER OF RAILWAY STATION.

Huguenot or Walloon. He was a deacon in the Reformed Church on Manhattan, worshipping since 1642 in the Church-in-the-Fort. In 1645 he obtained a "ground-brief" (or deed) for the farm of Harmensen in his own name. And as a good deacon, who at that time carried out the idea of the origin of the office and took care of the poor of the church, his property subsequently was given in ownership to the church corporation to be used as a Poor-farm. This did not mean that the poor or paupers of New Amsterdam were placed here to work for their living. Society was too primitive to have such a problem before it. On the contrary, the farm was worked in the regular way, and its proceeds in produce or financial returns were devoted to maintain the really deserving poor, sick, feeble, or bereaved of the church people. Hence this section of the township was called for a long time the Poor Bowery, a curious mixture of Dutch and English, and a serious misconception grew out of it—that the land was poor; whereas in fact it was among the best in Newtown. The name, "Poor Bowery," is no longer in use, but "Bowery Bay" retains an echo of the old tradition. Part of the Poor-farm passed into the possession of the Luyster and Kouwenhoven families, representatives bearing the latter name still occupying the land in homesteads dating back several years.

Quite at the other extremity of the later Long Island City another early but now extinct name, curiously enough, was also derived from some one connected with the ancient Dutch Church-in-the-Fort. In view of the prevalent later associations, it is really refreshing to note how much ecclesiastical history had to do with the beginnings of this wondrous town. To many who are even casually acquainted with New York history under the Dutch régime, the name of Anneke Jans (spelled in desperation by a solicitous heir lately "*Anna Kajans*," a blunder which would put him hard to it to prove his derivation from her) is familiar enough. Our previous volume also duly stated that Domine Bogardus, Pastor of the Church-in-the-Fort, succeeded in winning her affections, and incidentally her farm, which is now Trinity's. He had some property of his own, also, thanks to the generosity of the West India Company, who sent him out in 1633, and among the grants was that of a plantation or farm (in 1643) at what is now Hunter's Point. This circumstance gave the name of Domine's Hook to this region. The farm was one of about 130 acres, snugly ensconced between Newtown Creek and the East River. Domine Bogardus, as we noted in the proper place, was wrecked and drowned on his way to Holland in 1647. Five years later we find Anneke Jans, for the second time a widow, obtaining a ground-brief or deed for this farm at Domine's Hook, over whose soil to-day thunder the Long Island Railroad trains, as they rush out and into their initial or terminal station. In 1697 this property was bought by Captain Peter Praa, famous in Bushwick history. Before the Revo-

lution it had fallen into the possession of the Bennett family, Captain Praa's daughter, Anna, having married a William Bennett early in the eighteenth century. During and after the Revolution, Jacob Bennett was the proprietor, and he owned a farm also on the opposite bank of Newtown Creek, in Greenpoint. While at the opening of the present century he had put his son Jacob upon the Greenpoint farm, he himself was spending his declining years with his daughter upon Domine's Hook. This daughter having married Captain George Hunter, the origin of the present name of Hunter's Point becomes at once apparent, dissipating any laudable suspicions that this was once an inviting region for the devotees of St. Hubert.

While Doughty and his people were settling at Maspeth, and John Burroughes and his companions preparing to make Newtown village their home, these grants to Hollanders, or Holland refugees, were gradually receiving occupants, or other grants were given, until the shores of Newtown Creek, East River, and Hell Gate, were pretty well dotted with "out-plantations." A little further into the interior were those who kept in the vicinity of Canapaukah Creek, and whose nationality, by birth or affiliation, gave the name of Dutch Kills to that stream and the region about its headwaters. Here settled the Bragaws, and Payntars, and Morrells, all French in their sound if not in their spelling, and having representatives living in the neighborhood even to-day. When the British army poured into Newtown a day or two after the Battle of Long Island, a portion of the troops—those under the command of Lord Cornwallis—encamped in Dutch Kills, and that distinguished general made his headquarters within this section. We have already seen what a prominent part was played by the hamlet Middletown in those days, here within a short distance of each other being the headquarters of General Sir Henry Clinton and General Robertson. Subsequent years do not afford many incidents that make up any interesting narrative, so that we step across with a big stride into the 19th century, and will find it profitable to concentrate our attention for a while upon that portion of the later Long Island City which was called Astoria, and which can not be deprived of its name in popular parlance even yet.

Astoria, however, must be spoken of for a long time previous as Hallett's Cove. As such we meet with it in ante- and post-Revolutionary days, and the name was derived from William Hallett, an Englishman, who emigrated hitherward from Dorsetshire, on December 1, 1652. Hallett secured a ground-brief from Stuyvesant, which describes his plantation as covering about 80 morgen (or 160 acres), at Hell Gate. Later, in 1664, William Hallett purchased a larger tract from two Indian chiefs, so that all that section now included in Astoria, reaching from Sunswick Creek, around Hallett's Point, well on to Berrien's Island, became the property of this one person. In the interim Mrs. Anneke Jans Bogardus had come to the front again

in her thrifty way. Not content with the farm at Domine's Hook, or Hunter's Point, she obtained (1655) a patent for over 80 acres of land in the vicinity of the Pot Cove, taking in what is now known as the "Hill" section in Astoria, and affording fine prospects over river and islands and the country beyond, even including the Palisades on the Hudson. In the course of time others came from the south or west or north to occupy the territory thus originally acquired. Anneke Jans is lost among her heirs, but the name of Hallett remains prevalent in the neighborhood all through the two centuries and a half that bring us to the present time. The cultivation of the soil was the main business of men hereabout, and here, too, as everywhere else in the townships we have been describing, the inevitable and convenient tide mill was sure to be put up. In 1753 Captain Jacob Blackwell, in partnership with a Hallett of that day (Joseph Hallett), built a mill provided with "two run of stones and bolting conveniences," bolting at that time being usually done by hand. They selected for the site a point near the mouth of Sunswick Creek, on its right, or northerly bank, which would bring it just about at the foot of the present Broadway. Here a dam was built, and the water up the creek held back at the turn of the high tide. But this inconvenienced farmers further up the creek toward Ravenswood and Dutch Kills, who were in the habit of ferrying their produce in canoes or periaguas down the stream, and so across the East River to the New York market. Hence the millers were forced to construct a canal from a point quite a distance up the creek to the river, having a sluice gate at either end. Three years later the mill was sold to Hendrick Suydam, another name linking Newtown with the Dutch towns of Kings County. Suydam owned and operated the mill all through the Revolution, and for a long time after. A pleasant fact to rescue from forgetfulness is the care which the people of Hallett's Cove bestowed as early as 1762 upon the matter of education. There was then an English and classical school here, taught by William Rudge, who hailed from the city of Gloucester in England. The branches of learning included not only reading, writing, and arithmetic, but also Italian bookkeeping by double entry, Latin, and Greek. He advertised in the *New York Mercury* that "the school is healthy and pleasantly situated, and at very convenient distance from New York, from whence there is an opportunity of sending letters and parcels, and of having remittances almost every day by the pettiangers." He means periaguas, of course. All these advantages were meant to lure boarding scholars. To this advertisement there were attached thirteen names of substantial residents of Hallett's Cove, who thereby not only indorsed the teacher's asseverations, but at the same time offered to take scholars to board at £18 per annum, or \$45, as the pound then counted. Of these thirteen persons no less than seven were Halletts; there was also a Rapelye, a Blackwell, a Greenoak, a Berrien, a Pen-

fold, and a McDonnaugh. We have already noted some incidents connected with Hallett's Cove during the Revolution, and will therefore hasten on to the developments that belong to the present century.

As it opened there were hardly half a dozen buildings to be seen at this place. There was the mill, of course, on Sunswick Creek, and the miller's house nearby. But the farms were extensive, and the dwellings of those who owned or cultivated them were necessarily far apart. With the advancing years the events that were happening at the lower end of the East River, on both shores, were sending their stimulus and throb of life up toward Hell Gate. The War of 1812 induced men to come up here to note the fine defensive positions afforded, and the attractiveness of the surroundings was not lost upon citizens or soldiers who had occasion to visit this region. When population rapidly increased in New York after 1815, a few waves cast up deposits on this distant shore. As increasing business made larger fortunes, merchants found out that they could enjoy rest and recuperate health by establishing country seats along the east shore of the East River, within an easy drive of their counting-houses. Thus General Ebenezer Stevens, whose name had been given to Fort Stevens, erected a substantial summer home on what he called Mount Bonaparte. This hill has now been removed to make way for a street, but the house was moved a short distance to the north of its former location, and by being divided, furnished two dwelling houses of ample size. The General's place faced the Hallett's Cove, a name still in use and now applied to the little bay just opposite the northern extremity of Blackwell's Island. Here, in 1849, as we noted in Volume I., died the famous Albert Gallatin, Secretary of the Treasury at one time, and a financier second only to Hamilton in ability. His only daughter had married the son of General Stevens; and in the same year that Mrs. Gallatin died, from which blow the vigorous octogenarian never recovered, Gallatin was brought here sick and weary, and died in his daughter's arms. (See also Vol. I., p. 332.)

But before this time conditions had materially changed for Hallett's Cove. Indeed, its very name was gone. Thompson writes of it in 1839 as "the most important place in the town." He tells that within a few years of his time of writing there were many evidences of a spirit of improvement, and that it had "become the theater of activity and enterprise in various branches of business." There were two "handsome churches," of which more anon. There were "several splendid private mansions," which made an imposing appearance from the river. Even by that time several industries had located in the vicinity. There was a carpet factory, a chair factory, a wood-card factory, bellows factory, and chemical works. Thompson mentions General Stevens's residence, and then makes one of those puzzling statements we occasionally find in his pages: "The Hallett's

Cove Railway Company was incorporated April 15, 1828, with a capital of \$50,000, *for repairing vessels, etc.*" Here the celebrated Gram Thorburn, seedsman, a familiar figure of the older New York, had established his nurseries, the business being continued by his sons, although their gardens are no longer located here. We have already paid our compliments to this estimable gentleman in our previous volume (p. 255), and told there how he was led to deal in plants, coming, as he did, to this country to pursue his trade as a nailmaker. His gardens at Astoria were near the river, on the site of the present buildings of the Sohmer Piano Company. The house was moved back and is still standing in a dilapidated condition, occupied now by



STEVENS MANSION, OR MT. BONAPARTE.

a host of small tenants. In his "Reminiscences" he tells of his own gardens here, adding that to them were welcomed everybody who wore a clean shirt and was not drunk. He describes how he rode out to Astoria, crossing a Williamsburgh ferry, and reaching his place in forty minutes. Then he speaks of passing along Main Street (which has had to step aside in importance for a part of its course for Fulton Street), to the new level straight road to Flushing, which is now Flushing Avenue. Thorburn identified himself closely with the life of the community where he had established his seed-farm. He was made Postmaster of Hallett's Cove, then the official name of the locality, although in his book he constantly speaks of it as Astoria. His commission to hold the office was dated June 16, 1834, almost forty

years to a day after his arrival at New York in the Providence, on June 19, 1794. He and his wife were among the charter members of the Reformed Church of Astoria, organized in 1839; and in the rear of the handsome structure erected in 1888 are to be found three simple granite shafts indicating the family vaults of Grant Thorburn, Stephen A. Halsey (of whom more anon), and another old family. Doubtless by reason of his establishing the seed business on so prosperous a basis at Astoria that industry has more or less spread over the town, and many are still engaged in that interesting pursuit.

Evidently this place was ready for something in the way of municipal government better than the mere township forms allowed. Like Breuckelen in 1817, and Williamsburgh in 1827, this part of Newtown must have a village incorporation. So that step was taken in 1839. It seemed desirable, however, that for the purpose of designating a regularly incorporated village, a name should be selected somewhat more appropriate than the old one of Hallett's Cove. Riker criticises this desire for a change, and says it was "no credit to the restive, innovating spirit of the age," to think of abandoning the former title. But really the name was too strictly applicable to a piece of water to do well for a village, and so possibly we ought not to blame the people for looking about for a new designation, and there hangs a tale by the selection of Astoria. A building for a female seminary was in course of construction, the same which is now the rectory and chapel of St. George's Episcopal Church. Mr. Stephen A. Halsey, who had been some years in the place, and was already earning the title "Father of Astoria," by reason of the many enterprises in which he was active, was in the fur business and had thus come upon terms of friendship with John Jacob Astor. He proposed to the millionaire that he give a goodly sum toward the establishment of the female seminary, in which case the citizens would name the village to be incorporated, Astoria, in his honor. Mr. Astor did not take to the idea very enthusiastically, saying that there was an Astoria already on the Pacific Coast. But he finally promised to give a certain sum, not nearly as large as was proposed, however, and on the strength of that promise, fulfilled later, the village was incorporated under the name of Astoria, certainly an improvement in euphony, if not in historical fitness. The act of incorporation was passed April 12, 1839. The first charter election was held on June 11, at the house of Mr. Benjamin F. Shaw, between the hours of 5 and 6 p.m. Five trustees were chosen: Homer Whittemore, Robert M. Blackwell, William B. Bolles, Alfred R. Mount, and Stephen A. Halsey. The Board of Trustees met and organized in the same room immediately after the ballots had been counted, and Homer Whittemore was chosen President.

The enterprise which had warranted the incorporation did not slacken after that event. Besides its local advantages for business

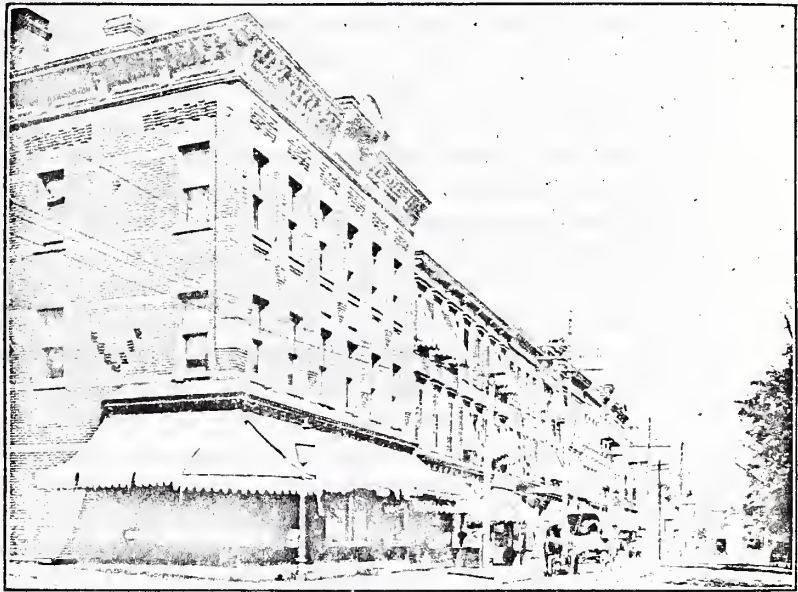
and residence, Riker remarks, in 1852, that "its prosperity must be greatly attributed to the enterprise of certain leading inhabitants, whose untiring efforts to build it up are worthy of special praise." Among these active promoters of Astoria's progress must be again mentioned Mr. Stephen A. Halsey. A ferry was established some years before the incorporation, which ran at first a sailboat, owned by him. In 1835 a horse or "team" boat was introduced. Thompson mentions a steam ferryboat running between Astoria and Eighty-sixth Street in 1839. Philo was the first steamer used. Later the Astoria, built by Mr. Halsey, was added, which was unfortunately sunk in very deep water in collision with a Sound steamer, and was never raised. In 1853 a gas company was organized by Mr. Halsey, and the works put up on Mills Street, at the riverside. The "Fourth Ward" school, a relic of the olden times, and still nobly serving its purposes in its antiquated form, was built upon ground given by the same individual. When it is remembered that the Presbyterian Church property was practically given by Mr. Halsey, and its edifice erected largely by his liberality, and that the Reformed Church also profited by his generosity, it is not strange that the sobriquet of "Father of Astoria" fits him well. These churches sprang into being about the same time that the incorporation occurred. The earliest church was St. George's Episcopal, erected in 1828. The building was destroyed by fire in December, 1893, and no other has since been built in its place, but the society converted the Female Seminary building, part of which had been utilized always as a rectory, into a chapel, and here they worship temporarily. In 1868 another Episcopal Church was built in a different section of the village, called the Church of the Redeemer, which is still served by its first Rector, the Rev. Edmund D. Cooper, D.D. The Reformed and Presbyterian Churches grew out of union services held in a small schoolhouse, which still stands in an obscure corner near the St. George's rectory, and is occupied by tenants. At first an edifice was erected by the joint efforts of the people of both denominations, in which they worshiped together as in the schoolhouse; but in 1839 the Dutch Reformed people here and the Collegiate Reformed Church of New York, agreeing to pay off a debt on the church-structure, the society became Dutch Reformed, and was organized as such July 11, 1839. In 1846 the Presbyterian element had grown numerous enough to warrant a separate organization, and in June, 1848, the present building was dedicated.

Another section of Long Island City that had a history before it came to be, is Ravenswood. "A Girl in New York Eighty Years Ago" speaks of it as to its appearance toward the middle of the century, and calls it "the most beautiful spot on earth." Of course there are a good many such spots on the earth, yet the enthusiasm displayed by the phrase must be based upon something very attractive

in its aspect; and surely our good friend the historian Thompson is not far behind in his praise when he says, "the situation will hardly suffer by comparison with the beautiful scenery of the Thames at Windsor." The corporation of the City of New York secured grounds here for an orphan asylum, with a farm attached. Grant Thorburn, in his "Reminiscences," describing a ride from Williamsburgh to Astoria, speaks of the delightful spectacle presented by seeing over six hundred children made comfortable and happy, but no vestige of this charity is now apparent. There is still much to remind one, however, of the splendid mansions that once adorned the shore of the East River here at Ravenswood. "Business" has invaded these charming precincts, but many an one of these beautiful and imposing villas stand, despoiled of their former glory, indeed, yet in their desolation pathetically evincing in the midst of their sordid and unromantic surroundings what they must have been when these surroundings fitted them better. Ravenswood boasts one relic of an earlier past, an old stone house at the foot of Webster Avenue, opposite Blackwell's Island. It is fondly called the Washington House, and tradition has it that it was one of his innumerable headquarters, but the history of operations on Long Island does not lend itself to this pretty story. It was the home of one of the Blackwells at one time. These could not be confined to the narrow island in the channel which Colonel Manning's daughter had brought to an early Blackwell; indeed, they seem to have been getting rid of the island itself even at an early date. In January, 1794, an advertisement appeared in a New York paper, in which Josiah Blackwell offered for sale one-half of the island, embracing fifty-nine acres, and having upon it a house, two orchards, and a number of quarries of the best gray stone, "which are an inexhaustible source of profit." Altruism must have had its exponents even then, if Mr. Blackwell was willing to dispose of a property so inexhaustibly profitable. Ravenswood remained a mere neighborhood always, but enterprise reached down to it from Astoria after that place became an incorporated village. There lived one Bill Lewis, a man of horses, a carter by occupation, whose stables were located where Uncle Whitcomb's are to-day, near the Ninety-second Street ferry. About 1841 or 1842 Mr. Lewis started a stage route. Leaving Ravenswood at a specified hour in the morning, he would pick up his passengers on the way back to Astoria, cross the ferry to Eighty-sixth Street, thence drive to Third Avenue, down that thoroughfare and along the Bowery to No. 3 Chatham Street (now Park Row). Third Avenue was a good macadamized road as far down as Twenty-eighth Street, where the cobblestone pavement commenced, no advantage to the passengers, coach, or horses. Yet such good time was made before reaching this pavement, that one who daily rode to school with Mr. Lewis's stage assures us it took only forty minutes from Astoria down to the City

Hall in New York. One can not make much better time nowadays, with trolleys and "L" roads galore. The fare for this trip was only a shilling, or twelve and a half cents, per passenger.

Before we come to that supreme moment, in the world's history when Long Island City was incorporated, and which we are aching to reach, we must detain our readers once more with an account of another ancient section of it. This is the portion rejoicing in the exceedingly celestial appellation of Blissville, a name, as thus apprehended, most mournfully out of harmony with its appearance and actual residential conditions. Its derivation, however, was not from its condition but from the prosaic fact that its territory was owned at one time by Mr. Nezhiah Bliss, the "father," or developer of Green-



MAIN STREET, ASTORIA.

point. In his many peregrinations in various sections of the Union, Mr. Bliss had constantly been engaged in enterprises involving the building of steamboats, or mills, or machinery of various kinds. In this way he had become acquainted with Dr. Eliphalet Nott, President of Union College, who was likewise an enthusiast on steam navigation, and they engaged in many experiments together during parts of the years 1827 and 1828. Out of this union of interest grew a partnership in real estate transactions, those which brought Mr. Bliss over to Greenpoint being shared in by Dr. Nott. Later Bliss purchased a large tract of land on the further side of Newtown Creek, in the section called Dutch Kills, which was soon named Blissville, after

him. Dr. Nott had a share also in this transaction, and extended his purchases till they took in the original Anneke Jans or Domine's Hook farm. This property was eventually turned over to Union College, and was sold only the other day by that institution for a good round figure, approximating the million.

At these various centers of population and industry the growth of the great cities in the vicinity had caused a corresponding and sympathetic expanse. Manufacturers sought sites for their plants in localities where land was so much cheaper. The stupidity of the dwellers on Atlantic Avenue, in Brooklyn, had driven the Long Island Railroad to establish its principal terminus at Hunter's Point, stimulating the ferry facilities at this section. Hence, a pretty large population had gradually accumulated between the ancient Poor Bowery and Domine's Hook. While in 1850 there were but 7,207 in the whole township, in this western section of it there were about 15,000 in 1869. This was too unwieldy a body to control by mere town government, and Astoria was the only incorporated village. The bolder project of the incorporation of a city was therefore agitated. More than once had the Legislature been approached and charters submitted to it, and again, in 1870, a charter was prepared and laid before the Legislature. The people were aroused to push the project with energy, and it is interesting to note that a prime mover in the agitation was Father Crimmin, pastor of St. Mary's Catholic Church, who spoke at mass meetings, and advocated the cause at Albany. With great difficulty it was carried through both houses, and then came the final tussle before Governor Hoffman. The landed proprietors of the section strongly opposed the measure, but they were vastly outnumbered by the small citizens with no acres to be taxed, and Father Crimmin won the day. The Governor signed the bill, and it became a law on May 6, 1870, almost twenty-seven years to a day before the signing of the greater incorporation. The instrument, however, did not seem to have accomplished much for the community. There were no sufficient appropriations allowed for the maintenance and pay of the public offices and officers. The public schools were left in a bad shape, and so was the police. On July 5, 1870, the first charter election was held, and Abram D. Ditmars was elected Mayor. But the charter under which the government began was so inadequate that Mayor Ditmars's first work was the appointment of a committee to draft a new charter, so that less than a year after the first charter a second revised one was signed by the Governor. In this schools and police were better provided for, and the city was empowered to take measures to provide a water supply, a necessity that was nothing less than crying, when, before this was introduced, almost a whole ward was dependent upon one town pump, which furnished mainly surface-drainage water charged with the germs of disease. The city was divided into five wards, numbered, in-

deed, but so exactly tallying with the main districts of the section as to be still associated with their names. Thus, there is the First Ward, or Hunter's Point; the Second Ward, or Blissville; the Third Ward, or Ravenswood; the Fourth Ward, or Astoria; and the Fifth Ward, or Bowery Bay, and later Steinway. Each ward was at first represented by three aldermen, but for very good reasons it was deemed best to reduce the number of men to be manipulated in the Common Council, and, therefore, since 1879, there have been but one alderman from each ward, and two aldermen at large, making seven Common Councilmen altogether. The annals of Long Island City's municipal government present many picturesque episodes, and have brought to the fore characters none the less picturesque and even startling. But as the study of these events and men in detail might add indeed to the gayety of nations, but nothing much in the way of instruction, incidents and names had better be left for the enumeration of historians who bear not the burden of the entire Greater New York on their shoulders, but can delightfully expatiate on Long Island City alone throughout the extent of a volume such as must contain an account of all the boroughs in our present work. Suffice it to say that in 1894 the people of Long Island City voted for consolidation with the Greater New York with extreme eagerness and unanimity, the four thousand or more votes of Queens County against the measure being polled mainly outside the municipality. And all this time the original parts have remained painfully distinct and distant from each other. It requires an effort of the mind for the denizen at Hunter's Point and Astoria and Ravenswood and the rest, to realize that they belong to one community, and have certain interests in common. The extraordinary modesty wherewith the inhabitants of these various districts forget or suppress the fact that they are living under the jurisdiction of Long Island City has already been mentioned. Now that Greater New York covers them all, the other name falls into innocuous desuetude most easily. Never was a geographical lesson learned with more amazing promptitude.

No events of special importance or of general interest have occurred in Long Island City since the incorporation. Industries of various kinds have continued to seek homes here. In 1872 the Empire and Standard Oil works were established along the East River, but are now further back and close upon the banks of Newtown Creek. Just about the time of the incorporation, in 1870 and 1871, the great piano house of Steinway and Sons began to erect their plant in the neighborhood of Bowery Bay, and the vast enterprise has created almost a town around it, so that Bowery Bay has come to be confined to the water only, as the name Hallett's Cove was erstwhile remanded to what it properly belonged, and now the Steinways have given a name to a section of the city and its corresponding ward. Here and in Dutch Kills, and, indeed, in certain parts of Astoria and

Ravenswood, the thrifty German mechanic or tradesman has managed to put up his small home, as in other parts of Newtown. At Hunter's Point the prevailing element seems to belong to the Irish nationality.

In the year 1876 Long Island City at Astoria became the scene of an event in which all of Greater New York, and even all of the Republic were interested. This was the blowing up of certain rocks in Hell Gate channel, commonly referred to as "the blowing up of Hell Gate," which seems a phrase much resembling that which speaks of "setting the Hudson River on fire." On pages 489 and 490 of our first volume we gave a brief account of this operation, and promised further particulars here. Reference was also made to Engineer Maillefert's achievements in the same direction in 1851. Earlier than this the difficulties of Hell Gate were sought to be avoided by the enterprising inhabitants of Hallett's Cove themselves. That mysterious Hallett's Cove Railway Company, which Thompson gravely tells us was organized in 1828 for the purpose of "repairing vessels, etc.," we find advertising in 1832 that on May 30 its books would be open for subscriptions to make up an authorized capital of \$150,000, to be expended in cutting a ship-canal across the Cove, from above the dangerous passage of Hell Gate to below it about opposite the extremity of Blackwell's Island. Whether the capital was ever subscribed or not, the canal has very evidently never materialized. As was noted in our other volume, the government of the United States took the problem of Hell Gate seriously in hand in 1866, making General John Newton its engineer to take charge of the work. That formidable obstacle and grim watchdog at the very mouth of



REFORMED CHURCH OF ASTORIA.

Hell Gate, Hallett's Reef, jutting out viciously into the channel from Hallett's Point, was attacked in July, 1869. It was calculated that the body of rock to be removed to attain a depth of twenty-six feet over the reef was no less than 53,971 cubic yards. The first thing to do was to build a cofferdam to hold back the water, and this had need to be very powerful to withstand the enormous force of the tide rushing around the Point at the rate of nine or ten miles per hour. Its shape was fan-like, measuring 720 feet along the shore, and reaching out 300 feet into the stream. When this piece of work had been accomplished, in October, operations were begun on the sinking of a shaft into the heart of the rock, thirty-two feet down. From this shaft as a center thirty-five tunnels were dug into the very bowels of the reef, radiating from the shaft, and ten transverse galleries, twenty-five feet apart. The tunnels were from seventeen to twenty-two feet high, and from nine to twelve and a half feet wide. The galleries varied from a height of twenty-two feet to one of twelve, according to distance from center, and their width was nine feet. These extensive excavations were not completed till June, 1875. Now was begun the work of drilling holes for the charges of explosives into the roof of the rocky temple thus weirdly dug out beneath the raging waters overhead, and also in the piers that seemed like the pillars of the structure, and which a stronger force than Samson possessed must pull down. The holes were three inches deep, in both roof and piers, and 5,375 of them honeycombed the former, and 1,080 the latter. This work was finished in March, 1876. Into these cavities 13,597 cartridge cases were lodged, connecting with twenty-three batteries, each to charge one hundred and sixty wires with electricity, the wires being divided into eight groups of twenty each. In September everything was ready for the explosion, the batteries were prepared, and the water was allowed to pour into the spaces below by means of a siphon carrying it over the cofferdam. Then, on Sunday, September 24, 1876, at 2.50 o'clock in the afternoon, the hand of a little baby-girl touched the fatal button that sent the electric fluid into the explosives, and Hallett's Reef succumbed to the art of man. But still there was Flood Rock, a little offshore, and somewhat southerly of the Point, a worse monster than the one destroyed. It was twelve hundred feet long, and six hundred feet wide. The amount of rock to be demolished measured 270,717 cubic yards, or over five times more than in the other case, and the square surface measured no less than nine acres. Work was commenced almost immediately upon this enormous obstruction. It necessitated two shafts instead of one, but the general plan of operations was similar to that already described, only differing in that two systems of excavation had to be conducted at once, each shaft being a center of radiation for the tunnels and for the concentric circles of the transverse galleries. A serious complication presented itself by the opening of seams in the roof,

through which the water came pouring in torrents, and great ingenuity was required to neutralize these breaks. Into the roof 11,789 holes were drilled, and the piers received 772, a surprisingly small number compared with the former operation. The final destruction of Flood Rock was decreed for October 10, 1885. As in 1876, the whole country was on the *qui vive*. Dreadful things were expected. Hallett's Reef had indeed disappointed such expectations, but here was something five times more fearful. Officials advised the people of Astoria to take down their mirrors from the walls and place their china flat on the table or floor, lest a universal crash might bring glass and china in millions of fragments about their ears. The police sent word around that if residents in apprehension of danger would prefer to leave their houses, their property would be carefully protected by the department, but if they stayed at home it would be at their own risk if damage were done, and thieves should take advantage of the confusion. It is related that not many people left their houses, even of those who lived in the immediate vicinity of the explosion, which unfortunately leaves us two horns of a dilemma to choose from: either that the people of Astoria were exceedingly brave, or that they had their own opinion of the protection that would be afforded by their police.

At 7.30 o'clock in the morning there arrived a detail of one hundred and twenty-five men from the garrison at Willett's Point, under a Captain and Lieutenant, who were to guard the approaches to the works, and keep the people from interfering with the delicate business connected with perfecting the final electrical adjustments. Early as was the hour, they were none too soon; even then crowds had begun to assemble. These were driven back, and the lines set beyond which no foot of the unofficial or uninvited masses was to step. General Abbot, the commander of the post at Willett's Point, assumed charge of the soldiers. He was himself an eminent engineer, and took an active part in the final preparations on this day. An old house at the steamboat landing contained the cables that were to convey the electric currents into the mines. Here, too, was the apparatus for generating the electricity. It was particularly essential to protect this place from unwarranted invasion, and no one, even of the guests or officials, was permitted to come within five feet of the wires. As the hour for the great event approached the shores of Manhattan Island and those of Astoria, far along the river road, and down toward Hallett's Cove, were black with tens of thousands of people. Trepidation was not altogether unmixed with the prevalent curiosity, as the inhabitants crowded about the shore at the Point, and some who were brave enough to come discreetly turned and ran home ere the button was touched. The hour set was 11 a.m. General Newton's baby girl had now grown to be a little lady of some nine or ten summers, and it was arranged that her hand again should make the connec-

tion between the electric current and the twenty thousand little mines. At 11.13 o'clock precisely this was done, and with a great thud up went Flood Rock, and then settled down in fragments upon the bottom. The writer at that time was living in Brooklyn, six miles and more away from the site of the explosion. A slight shock was felt in the house at the moment, and not more than that, if as much, was felt in the immediate vicinity, so that with much disgust the dwellers in Astoria replaced their mirrors and glass and chinaware where they belonged. Yet it seems that at a distance further removed than Astoria more violent effects were experienced. Some articles fell from shelves and some window panes were broken on the east side of New York City as far down as Seventy-ninth Street. Observations on the amount of shock and the rapidity wherewith the vibration traveled were made at Yale and Princeton. The effects upon the rock attacked were at first disappointing to the uninitiated observers. They had seen columns of water rise one hundred and fifty feet into the air, and bowlders hurled forty or fifty feet high. But when the waters settled down again there was Flood Rock, apparently as chipper as ever, boldly looming up to bid defiance and threaten destruction to shipping. Several persons at low tide went out upon the surface of it and walked around dry shod. Nay, it seemed to be more of an obstruction than it was before, for two big rocks never hitherto known to watermen of the vicinity, jutted out above water at one end. But all this was but a misunderstanding of the real situation. The masses of rock though piled up so as to reach above the water, were no longer solid. They were in fragments, waiting only to be picked up by the dredging machines. In course of time the shattered and loose débris was removed from the spot that had once been so perilous, and the palatial steamers that daily round Hallett's Point into Hell Gate on their way to the Sound and various ports in New England, now sail with gay unconcern and at full speed over the places where these two reefs arose forbiddingly above the lower tides and hid treacherously beneath high tide. On that same day the Pilgrim and others approached very gingerly, and they found that the way was not yet cleared for them. The whole performance, for which years of preparation had been made, and upon which enormous labor had been expended, lasted just thirty seconds. Much credit was due to the skillful engineer who had planned and executed so novel and perilous an enterprise. Nor amid the glories of the hour must be withheld those that are due to the little lady at the button. While some grown men fled from the spot, she stood ready to perform her part, with eyes sparkling in their excitement, but without a tremor of nervousness or fear. Well might General Abbott tell her: "My dear, you have made more commotion this morning than any little girl in all New York."

In 1880, ten years after the incorporation, the population of the city

had grown to 17,129. At the census of 1890 it was put down at 30,506; it is now estimated to be forty-eight thousand. As the result of the city's preponderating influence in the county by reason of the mere coagulation of people and consequent concentration of votes, it was decided, "after a great deal of maneuvering and jobbery," it is asserted, that a Court House for Queens County should be built in this distant corner of it. In 1872 commissioners were appointed, and \$150,000 was appropriated by the Legislature; but in 1875 it was necessary to vote \$100,000 more, and the commissioners were superseded by act of the Legislature by the board of supervisors in the charge of the construction. In April, 1877, it was finally ready for occupancy, the entire cost of the building having then attained the sum



BODINE CASTLE, RAVENSWOOD.

of \$278,500. The Court House is rather attractive in appearance, three stories high, and of Roman architecture, built of brick with granite trimmings. But its surroundings are grotesquely out of keeping, and have only subsequently been somewhat relieved by a handsome schoolhouse not far away, to be supplemented by a hospital of fair size and style, which is still in course of erection. Aside from this one oasis in the desert of desolation, we can point to no material improvement in the appearance of the nominal city. A system of water-works was introduced, whose efficiency was not great, and only in 1894 or 1895 were the works extended so as to meet the growing demands. Nay, even as late as 1897 the people suffered to desperation because by a little official manipulation for the sake of promoting per-

sonal profit, the water supply could be diminished at will, with an abundance of water to be drawn from. The sewerage of the city has remained in a deplorable state to this very day; one or two immense sewers were constructed at Astoria, at great cost and to the great satisfaction of those who performed the job; but not much can be said for the general beneficial effect of these conduits upon the town. Meanwhile the streets throughout the city were largely left as nature made them, with a little superimposed rearrangement by man's hands which has only increased their wretchedness. Some parts of the city that were in fairly good condition have actually been allowed to deteriorate. Astoria has been a sufferer that way. Had it been left to the humbler glory of a village existence it would have continued to emerge from its primitive state and become a place fair to look upon and comfortable to live in. A few of the streets were paved, but the biggest undertaking in that line was only partially completed after costing about ten times what the whole job should have been done for, and one of the handsomest thoroughfares was allowed to go to ruin. This is the road skirting the river, along Hell Gate, and the broader expanse beyond, where the wealthier people of the village, the Woolseys and Hoyts, persons who made their summer homes here, and others, like the Trowbridges, occupying property inherited from the Polhemuses or the Robertsons, had combined to construct a fine macadamized roadbed, protected from extraordinary tides by a powerful stone wall, built with all the mason's care and skill, and surmounted by broad flagging which served as a sidewalk. This road was shamefully neglected; the bed of macadam allowed to wear away, and hoodlums and vandals from New York suffered to work their evil will upon the river-wall, till scarcely anything remains of it to-day. Schoolhouses were put up in the different districts for enormous sums, far exceeding their real cost. In one of them a heating apparatus was placed at an expense of \$7,000, which lacks only one qualification, and that is that it does not heat the building, so that in winter teachers and scholars keep on all their outdoor wear, and still sit shivering, and often classes have to be dismissed for days at a time.

All this is, of course, the result of the peculiar methods that were permitted to prevail at the fountainhead of municipal power. At first the men placed in the Mayor's chair came from the ranks of the old families of the town. The first Mayor, as stated, was a Mr. Ditmars; another who served more than one term was Henry S. Debevoise, whose name is again a reminder of how the settlers of Flatbush and other Dutch towns below Newtown Creek managed to spread into this northern region. But ere long the amenities of the political battlefield brought forward an individual of the most astonishing personality, unspeakably out of place in a position of that kind, and who never could have attained to it at all had Long Island

City been a serious municipality instead of a travesty upon the name. He was elected term after term, until he felt he ought never to be dislodged. By a tremendous spurt of moral indignation and social disgust, a Reform Party managed to seat a Mayor of their selection, who took office on January 1, 1893, but only after personal altercations had removed the previous incumbent. Long Island City was not a congenial home for Reform, however; it sickened and died before three years were over, and then the unspeakable individual managed to forge ahead again in a three-cornered fight, wherein the Reformers and Republicans unwisely divided their forces, and the proprietor of the Mayor's chair came to his own again by a paltry plurality of twenty-five votes, with the consciousness that a vast majority of voters did not wish him there at all. Thus he attained the distinction of being the last Mayor of Long Island City (with a year to spare) when the great consolidation went into effect, to the inexpressible relief of very many of the people.

For some years the several and widely separated sections of the city had been accommodated with means of communication in the shape of horsecars. They and their horses were usually very much the worse for wear. The agonies of these beasts of burden and those of the passengers who watched their torture were happily brought to an end about the year 1893, by the introduction of trolley-cars, run by electric power. The power-houses supplying the electricity have also furnished electric lights since January 1, 1895. Within the last five years some avenues have been paved with good Belgian blocks, and a few of the side streets have been furnished with asphalt pavements. But even yet there are plenty of localities where the aspects that greet the eye are dismal in the extreme. No one would suspect, looking upon these all too numerous places, that a municipal government, equipped for giving the people the usual advantages of city life, and for changing the rude surface of the country into neatness, comfort, and convenience, with due attention to sanitation, had here been in existence for nearly thirty years. The people now wait to see what the power, wealth, wisdom, and experience in municipal affairs of the greater city will effect. Bridges may come to span the East River at this point, as has been more than once discussed, and often, as now, eagerly advocated. "L" roads or trolley-car connections may make but one city of this place, in reality as well as per charter, with New York and Brooklyn. Thus the wilderness too much in evidence hereabouts even to-day, may be made to disappear, and the natural advantages of the place for residence, business, commerce, convincingly assert themselves, so that the whilom Long Island City may yet be an ornament to the Greater New York.

And finally the fact that upon this part of the island was eventually erected an incorporated city, such as it was, calls attention to an interesting circumstance. Thereby the entire western extremity of

Long Island was made to present a front of cities—Brooklyn stretching her boundaries from the ocean, past the Narrows, and up to Bushwick Creek; Long Island City taking up the line and carrying it around Hell Gate to Bowery Bay. Thus, even before the consolidation of the Greater New York, that remarkable harbor system already emphasized—both shores of Bay and East River, and both shores of the North or Hudson River (with Jersey City and Hoboken on its western bank)—were beset by the compact habitations of men; occupied in uninterrupted succession by the monuments of a colossal traffic; the whole created by the ceaseless whirl of a human activity inseparable from the metropolis of a great commercial nation,—the Queen of the Commerce of a Hemisphere.

CHAPTER XVIII.

QUEENS—FLUSHING.



CIRCUMSTANCE extremely discouraging to a historian confronts us in the study of the annals of Flushing, similar to one that is met with in the treatment of Brooklyn, or Breuckelen. The records of the town for a considerable portion of its existence are gone. Brooklyn's were purloined. Flushing's were consumed by the hand of an incendiary. In 1789, with all the troubles of the Revolution safely passed, and the adoption of the Constitution duly celebrated, John Vanderbilt was Clerk of the town. A half-witted negro slave of his took it into her head to set fire to his dwelling. Part of it went up in flame, and also a part of its furnishings; but the town records were destroyed completely. Stern justice meted out the death penalty for the deed, and the poor negress's demise in that violent manner is declared by Thompson to have been "the last instance of a capital execution in this county." This was, of course, up to 1839; there may have been some since.

The date of the earliest settlement of Flushing Township carries us back to 1644. Then came hither a number of English people—Thomas Farrington, John Lawrence, John Hicks, and others—and finding the vicinity delectable, they planted themselves down in the midst of the savages, who do not seem to have been hostile, as the Indian wars then raging did not desolate their plantation. The next year, October 10, 1645, a patent was obtained from the Dutch Director, and in order to make that effective they must have a Dutch name for their locality. Hence they selected the name of Vlissingen, or Flushing, which was one of the guaranty towns held in security by the thrifty Elizabeth when she consented to assist the Dutch Republic against Spain. No less a personage than Sir Philip Sidney was made Governor of the place, and forth from it he went to meet his gallant death on the plains near Zutphen in the autumn of 1586. Naturally Englishmen found a congenial home here, and from that day to this there always has been an English or Scotch colony there. Of the Scotch Church at Flushing (still worshiping in one corner of the transept of St. Jacob's Church, walled off for the purpose), the Rev. Archibald Laidlie was pastor, when he was called, in 1764, by the Collegiate Dutch Reformed Church of New York City, to become their first English-speaking preacher, exactly a century after the surrender of New Am-

sterdam and New Netherland to the English. These Englishmen, in 1644, had resided at Flushing, and therefore they selected that as the name for the settlement. They were nonconformists, and for this reason had sought a refuge in Holland and now in America. But they could hardly have been Quakers. Doubtless, as in the case of Lady Moody at Gravesend, they held certain views which paved the way for the ready acceptance of the Quaker doctrines when they were brought home to them later. They harmonized just now more properly with the tenets for which the Rev. Francis Doughty had suffered expulsion from old and New England both. As we saw in a previous chapter, Mr. Doughty repaired to Flushing when he felt that he was unfairly



MRS. DE WITT CLINTON.
(Maria Franklin.)

dealt with in regard to his interpretation of his Maspeth patent. The people there made him their pastor at a stipulated salary of six hundred guilders (\$240) per annum, a fact which would have been impossible among Quakers. He remained only about a year, for his heart was still sore about Kieft's decision against his pretensions under the patent, and he could not refrain from sharp reflections on the Colonial officials. This was objected to by Captain John Underhill, who had done such good service in suppressing the Indians. As the Captain seems to have had some military authority even after these wars, he ordered the church doors to be closed against the insubordinate preacher, and

thus Mr. Doughty was again cast adrift. He now obtained the oft-refused permission to leave the colony, and he went to Virginia, as stated before, in 1648 or 1649.

When Stuyvesant ruled in the land in his characteristic way the Quakers began to appear at Flushing. One of the earliest and most notable ones was John Bowne. In the year 1661 he erected a goodly dwelling on what is now Bowne Avenue, a few hundred feet to the right of Broadway. There the ancient house still stands, although doubtless enlarged and improved from the original pattern; and under one of the little windows in the gable, which faces the street, are painted the figures of the date. Stuyvesant was the one persecutor among the Dutch Directors, and he would have none of the Quakers to interfere with the supremacy of Calvin and the Synod of Dort.

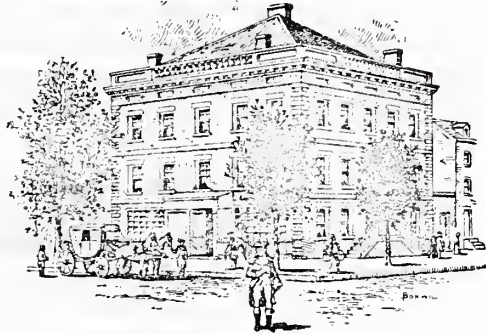
Bowne defied him once and again, sticking to his religion like a brave man in spite of fines and other penalties. At length the headstrong Peter put the recalcitrant and fearless Quaker on board of one of the West Indian Company's ships, so that the authorities at home might deal with him as he deserved, thinking, perhaps, that the death penalty, which was beyond his own powers, might there be inflicted on him. It is refreshing to receive definite proof that the narrow-minded Stuyvesant, egged on by the Dutch Domines of the Fort Church, was utterly out of harmony with the feelings and principles prevalent in Holland. Bowne was immediately sent back to New Amsterdam, with a letter of rebuke for the Director, in which the West India Company contended earnestly for a position which could only have been occupied by Dutchmen in that age: "The conscience of men ought to be free and unshackled so long as they continue moderate, peaceable, inoffensive, and not hostile to the Government. Such have been the maxims of prudence and toleration by which the magistrates of this city (Amsterdam) have been governed; and the consequences have been that the oppressed and persecuted from every country have found among us an asylum from distress. Follow in the same steps and you will be blessed." Whether Stuyvesant observed this counsel or not, it can not be said that he had many blessings to boast of. A year after the return of Mr. Bowne he was compelled, with bitter reluctance, to surrender.

"The blood of the martyrs is the seed of the church," according to the old adage. The persecution of Mr. Bowne could not but have had the effect of increasing the number of those who held the tenets of the Quakers. Besides, as we intimated, the trend of Mr. Doughty's preaching was to weaken dependence on the sacraments and strengthen the purpose in the lines of character and conduct. Even such as are not of the Quaker persuasion might agree that this was a quite useful principle to proceed on, the traditional worth of the Quaker people apparently proving that excellence in the latter particulars does at times go without adherence to the former. At Flushing, therefore, we could expect that George Fox would meet with a cordial reception, and that his preaching there would be fruitful in encouraging results. He came to Flushing in 1672, after he had cheered and confirmed the hearts of the faithful at Gravesend. The Friends had as yet no "meeting house" at Flushing, but were accustomed to gather at the spacious mansion of John Bowne. The crowds that now flocked hither to listen to this apostle of Quakerism from every direction for thirty miles around, were too great to be accommodated at a private house, and Fox addressed the multitude from beneath two enormous oaks opposite Bowne's house. They were both still standing, lovingly cherished by appreciative hands, in the year 1842, when a violent gale of wind blew down one of them. In 1882 the other one was still standing, but age and the elements together

threatened a downfall, and within a few years this last vestige of Fox's visit was removed. But the site of the oaks is not left unmarked. On Bowne Avenue, near the first street parallel to Broadway, obliquely across from the Bowne House, the lover of old landmarks will find a little stone not more than eight inches square, and projecting but two or three inches from the surrounding grass. Upon this is inscribed or painted the legend: "Fox Oaks." The grassy border that forms the curb between the street and the sidewalk assumes the form of a wide curve projecting into the street, the arc subtending a chord of at least twenty-five feet. This evidently marks the spread of the roots or trunks of the historic trees. As a result of Fox's visit many accessions were secured to the Society. In 1695 they erected a meeting house on the present Broadway, which is still standing, in severe simplicity, with shingled sides, opposite the village green, and near a memorial of more modern events—the shaft commemorating the men from Flushing who gave their lives in the War of the Union. It is stated by authorities that at the time this edifice was put up a majority of the people of the township were Quakers. This sect from the first conceived a keen antipathy to the system of negro slavery, and the Society of Flushing let itself be heard on the matter time and again, in no equivocal way. What is, perhaps, the oldest anti-slavery publication issued in this country, was an "Address to the Elders of the Church," by William Burling, of the Flushing Quakers, in 1718. In it he argued strongly against the practice of buying negroes for slaves, and urged its abandonment by all of their own faith. Sentiment was as yet divided on the subject among them. In 1776 a committee appointed by the Flushing Meeting to inquire into the subject, and "deal" with Quaker slaveholders, report that some of them justify their bondage; some hold slaves, but are disposed to free them; while some have manumitted them, and are providing instruction for the children. A little later the Society grows bolder and more insistent upon the doing of what most of them think is alone right. "No Friend," the committee declare, "shall hire any negro or other slave that is not set free when of age, nor do any act acknowledging the right of slavery." And in 1781 the Monthly Meeting came to the decision "to testify against all Friends that do not free their negroes."

While we are upon this subject of the Quakers, and before we go on to Revolutionary days in Flushing, perhaps this is as good a place as any to bring in a bit of pastoral poetry in real life, wherein figures a charming member of the Bowne family. It was in the piping times of prosperity before the Revolution that Walter Franklin, a rich merchant of New York, took a trip about Long Island in his own coach and pair, and in the course of his travels came to Flushing, and was riding by the Bowne mansion, ancient even then. He was already past the blooming period of youth, having retired from business with

an immense fortune, and occupying one of the handsomest houses in New York. Yet he was a bachelor. He saw in the barnyard he was passing thirty fine cows, and one of the milkmaids was asked whose place this was. She replied, "My father's, Daniel Bowne. Wilt thee not alight and take tea?" for it was nearing sunset. Bachelor as he was, confirmed by several years of contentment with that selfish lot, the beauty and sweetness of this Quaker milkmaid made conquest of Mr. Franklin at first sight. He accepted the invitation, went into the house, and upon announcing his name, was cordially welcomed by honest Daniel Bowne, for the fame of the merchant was wide and enviable. The sequel is interesting. Mr. Franklin, writes a grand-niece, "conversed with the farmer on the appearance of the farm, on his fine cows, etc., but not a word about the fair milkmaid. Presently the door opened, and she came in to make tea for the 'city friend,' when her father said: 'Hannah, this is friend Walter Franklin, from New York.' She blushed deeply, finding he made no allusion to having seen her before. The blush heightened her loveliness. She had smoothed her hair, and a fine lawn kerchief covered her neck and bosom." The courtship was brief but effective. Mr. Franklin repeated his trip to Flushing three times, and then made bold to ask her hand in marriage. Such an offer was not to be lightly rejected, and the bachelor merchant was not



THE FRANKLIN HOUSE.

too old to be objectionable on that score. So after a while Hannah Bowne took her seat in the chariot by his side, and went back with him to New York as the mistress of the fine mansion on the corner of Cherry Street and Franklin Square, which became the residence of Washington when he came to the city as President of the United States. One of their daughters, as has been stated, became the wife of Governor De Witt Clinton. It may not be out of place to note once more here under Flushing history, that a descendant of the Bowne family served New York City as Mayor from 1828 to 1833, thus being re-elected for several terms. This was Walter Bowne, of whom mention is made in our former volume (p. 312). Mr. Bowne was one of the two last Mayors of New York to be selected for that once honorable position for their fitness and respectability, and not by the mere whim of an irresponsible and largely purchased populace, which in its time has given us a Fernando Wood and others of that ilk to be the chief magistrates of the metropolis of a hemisphere.

In the ante-Revolutionary days Flushing enjoyed the presence of two distinguished members of the Colonial Government, who were induced by the beautiful scenery and delightful location of the township to select here sites for their summer homes. Governor George Clinton, who ruled from 1743 to 1753, had a country-seat in Flushing, whence he reluctantly came forth to battle with the unmanageable Provincial Assembly, manipulated skillfully by his sworn foe, Chief Justice James De Lancey. His friend and favorite, Cadwallader Colden, so often Acting Governor, as we stated, also had a country-seat in Flushing, at what he called "Spring Hill," near Whitestone, where he built a spacious mansion. When his frequent recalls to the Government at last came no more, and his last unhappy encounters with the spirit of liberty among his fellow-colonists were over, he retired to this haven of rest in Flushing. This he was enabled to do when Governor Tryon came hastily back from his leave of absence in June, 1775. Colden, unflinchingly loyal to the last, lived long enough to hear the booming of the cannon at the Battle of Long Island, and also to learn that New York City had again passed into the possession of the English. For five days after that event, and one day before the execution of Nathan Hale, on September 20, 1776, the able official, learned scientist, and historian, the man of many parts, died at the great age of eighty-eight years. He was buried in the private cemetery on his farm at Spring Hill.

And thus we have already stepped across into the period of the Revolution. We need not here descant again (having done so in a previous chapter) upon the attitude of the people of Queens County upon the questions of the day. The Battle of Long Island having been fought, the inhabitants of Flushing began to be aware how the day had gone, when the triumphant Britons invaded their rural quietude four days later, or on August 31. It was a troop of British Light Horse that first entered the town, and execrable business did they perform. Flushing may be proud to count one of her own townsmen upon the list of signatures affixed to the Declaration of Independence. This was Francis Lewis, who had been engaged in mercantile pursuits in New York since 1735, and who, though a native of England and educated there, became a stanch and active patriot, serving on committees of "correspondence" and "observation" several times. In 1775 he was elected a delegate to the Continental Congress, and in July, 1776, was there to place his name among the revered "signers" of the document which was the pledge of liberty. He had purchased a farm or country-seat in the town of Flushing, near Whitestone, and to this retreat he brought his family in the spring of 1776, when war-like preparations were everywhere rife in the city. Instead of proving a refuge, the course of a few months developed the fact that he had removed his domestic circle from the frying-pan into the fire. The noble British Light Horse, after hacking General Woodhull to pieces

when a prisoner in their hands, found congenial work in bringing misery and injury upon the home of a signer of the Declaration and a member of the pestiferous Congress of rebels. The house was plundered and a fine library wantonly destroyed. Mrs. Lewis was taken prisoner, and confined for several months without being allowed a change of clothing or a bed to lie on. Washington made special efforts to secure her release, but when this was at length accomplished, this brutal treatment had so far undermined her health that she died soon after. After the war Mr. Lewis lived here twenty years, whereupon he returned again to New York, where he died at the age of ninety years, in 1803, and thus one year before his son, Morgan Lewis, was elected Governor of New York State.

The record is precise in preserving for us the fact that the British Light Horse aforesaid entered Flushing (presumably the village) at 2 o'clock in the afternoon of August 31, and that the weather was fine. There would be ample time for their despicable doings at Whitestone, therefore, before sunset of that same day. Immediately after them came the 71st Regiment of Highlanders, driving fifty or sixty head of cattle before them as provender, conveniently stolen from the farms of the neighboring towns on their way hither. In preparation for the campaign ending in the Battle of White Plains, on October 28, 1776, Flushing town was made the scene of formidable maneuvers. Troops were concentrated here from Newtown, and the first, second, and sixth brigades passed through the village on October 12 on their way to Whitestone, whence the crossing was made to Throgg's Neck. The line of marching soldiers extended without a break from Jamaica to Flushing, and they were half a day in passing through the latter. As the British settled down to quiet occupation of the island they repeated in Flushing most of the acts for which their stay was noted elsewhere. The Friends' meeting house was turned into a prison to begin with; next it was utilized as a hospital, and finally it descended from the comparative dignity of these usages to employment as a hay magazine for the mounted troops. Upon the site of the old Methodist Episcopal Church, on Washington Street, an elevated position, an alarm-pole was erected. This consisted of a tall pole, to the top of which was affixed a tar-barrel, and around which was wound wisps of straw. These poles were placed upon commanding heights all over the island within sight of each other, and were to be set on fire at the first approach of an enemy by land or sea. The monotony of martial conditions was pleasantly broken in upon on January 16, 1778, when "a marriage in high life" took place at the old St. George's at Flushing. In our previous volume we made mention of Washington's visit to his friend Beverly Robinson at New York in 1756, and that the latter gentleman, with whom he had gone to school in Virginia, had married one of the Philipse heiresses. Robinson remained loyal to England, and at his confiscated country-seat opposite West

Point the traitor Arnold made his headquarters and was nearly caught in his act by the Commander-in-Chief himself. His son, Beverly Robinson, Jr., was also attached to the Royal cause, and was Lieutenant-Colonel of the Loyal American Legion, a regiment of Tories. Being quartered at Flushing, he fell in love with a charming belle of the neighborhood, Miss Nancy Barclay, and during the suspension of military operations usually occurring in the winter, he took occasion to lead his fiancée to the altar.

The dwellers in Flushing must have been favored beyond other places on Long Island by the exemplary conduct of the troops quartered in their midst; or else the expression of their gratitude and admiration which follows was not quite so spontaneous as it looks. In April, 1782, when the war was practically over, Yorktown having surrendered six months before, and the peace negotiations in progress at Paris, an address of thanks was presented to Lieutenant-Colonel



BEVERLY ROBINSON HOUSE.
(Opposite West Point.)

Bruce of the 54th Regiment, commanding also the 38th. This reveals, indeed, a gratifying state of affairs, which one can not but wish was perfectly true. They say: "Impelled by a recollection of the quiet and security enjoyed during your residence in this town, permit us to make a public acknowledgment of your vigilant attention, and of the honor and politeness of your officers, and of the orderly and decent

behavior of the soldiers of the 38th and 54th regiments under your command in this district. When we declare, Sir, that throughout this winter no occasion has been given for murmurs and complaints; that an exemplary conformity to orders and regulations has been observed both by officers and soldiers, we testify a fact that has given us the most lively impression of the honor of the regiments and of your attention to the interests of government and His Majesty's service." Forty-seven inhabitants of the township signed this address. Three days later Colonel Bruce replied to it from the general headquarters at Bedford, modestly asserting that in winning the thanks and encomiums for their good conduct they had merely fulfilled the wish of their Sovereign and the orders of the Commander-in-Chief. It is to be regretted, therefore, that in so distressing a majority of instances, the British troops, officers and men, did in so flagrant a degree disregard His Majesty's wishes and disobey the orders from headquarters; and it is, to say the least, surprising that these deadly military of-

fenses remained so generally without rebuke or punishment. A closing incident that took place in Flushing township brings before us such an interesting character that we can not refrain from mentioning it. Early in the year 1783 there took place the ceremony of the presentation of colors to a regiment bearing the proud title of "The King's American Dragoons." They were encamped at a distance of three miles east of Flushing Village, and here the exercises took place. Prince William Henry (later King William IV.) was still in the country, and his Royal Highness presented the handsome standards to the Colonel. Interest entirely centers in that personage, quite to the suppression of the future King himself. For this Colonel was none other than one who was then plain Benjamin Thompson, but who later became Sir Benjamin Thompson, and again later attained the title by which he is widely known in scientific circles, Count Rumford. He was a Massachusetts boy, possessed of extraordinary talents and great versatility of genius. When only nineteen years of age he married a lady fourteen years older than himself, of the town of Rumford (now Concord), New Hampshire. He was a loyalist from the first, raised the King's American Dragoons in 1781 by his own exertions, but in 1783 resigned his position in the army. He served army and navy and State both in England and Bavaria. He was distinguished as a philanthropist and public administrator, as well as a military man; but in chemical science his name has earned most lasting remembrance. The Elector of Bavaria made him a Count of the Roman Empire. He died in 1814 in France. Being at one time a fellow-passenger of the historian Gibbon on the trip from Dover to Calais, the latter expressed his estimate of the man's versatility by referring to him in a letter as "Mr.-Secretary-Colonel-Admiral-Philosopher Thompson." One would hardly have expected to meet so extremely interesting a character in a corner of Flushing during the Revolutionary times. We may well thank that simple presentation of regimental colors for bringing him to our notice.

Upon the return of peace and after the evacuation, at Flushing, as elsewhere, the town government soon shaped itself to suit the new condition of affairs. In May, 1784, its first Supervisor under Independence was Stephen Van Wyck, the ancestor of a later municipal chief officer whose jurisdiction has a vastly greater range; its Constable was Samuel Clement. When the anxious days preceding the adoption of the Constitution were over, that auspicious event was celebrated with great *éclat* at Flushing. The day selected for it was August 8, 1788, or less than two weeks after New York had fallen into line and become the eleventh adopting State. A salute of guns was fired at dawn. Upon the village green, in the center of the town, a beautiful colonnade had been constructed, the pillars of which were covered with fir and yew, and festooned with arches of green between. These pillars supported the standards of the eleven States now in the

compact of Union. At the east end of the colonnade there was a canopy of white linen curtains festooned with blue ribbons, bearing the inscription: "Federal Constitution, September, 1787." Under this canopy was placed the President's chair upon a raised platform covered with carpet. At three o'clock in the afternoon a salute of guns gave the signal for the dinner to commence. Col. William S. Smith, son-in-law of John Adams, presided at the banquet, at which eleven toasts were presented. Of these the eighth might be drunk with especial fervor by the citizens of the Greater New York even at the present day: "May the liberty of the press be preserved, and its licentiousness punished," which would indicate that yellow journalism had been showing its cloven foot at so early a date even as this. The oration of the day was delivered by John Mulligan, a student at Columbia College.

It was not long before Flushing began to share in the prosperity of the country which came with an assured national existence. But not till after the 19th century had dawned upon the world did the strides of its progress become rapid. In 1801, travel to and from New York was regularly established by means of a stage run by Willett Mott. It ran daily, passing through Jamaica and Bedford, and thereby was compelled to cover a distance of twenty miles. Four years later the route was very much shortened by the construction of the bridge over Flushing Creek, and a road and causeway by way of Yonkers Island over the swamp lands or salt meadows. In 1808 Mott's enterprise was taken up by other hands, and as turnpikes and bridges multiplied, the distance to the New York ferries was eventually reduced to only eight miles. The stages now ran from Flushing direct to Williamsburgh, crossed Grand Street Ferry, rode along that street in New York to the Bowery, and so to Chatham Square. The charge was fifty cents, and the enterprise continued until the railroad was put into operation in 1854. But, by water, communication had also been facilitated as the years went on. At first a sailing packet ran regularly between Flushing and the metropolis, luxuriously fitted up for the comfort of passengers. In 1822 a small steamer was placed upon the route, which, of course, made the trip much more reliable and prompt. This means of travel met with such favor that, in 1823, a boat of larger size and expressly built for this service, was substituted for the other. Postal conveniences had been accorded to the town for some time, but not till 1822 was a regular Postoffice located by the Government in the village. And as by reason of these various advantages, population and business had increased, and nearly two thousand souls were collected together about the head of Flushing Bay, the time seemed to have come for the incorporation of this section of the township into a village. This was done in April, 1837, and at the first meeting of the Board of Trustees Mr. Robert B. Van Zandt was chosen President of Flushing. For several years the officers were content to meet in

rotation at each other's homes or places of business. But in 1843 prosperity seemed to warrant an outlay of some money, and a Town Hall was built at the very modest figure of \$1,000.

The oldest, and still the strongest and most influential church in Flushing is St. George's Episcopal Church, for, of course, the oldest religious society, that of the Quakers, would hardly desire to be classed among ecclesiastic establishments. In 1720 the Episcopal Society was first organized, under the stimulus of the London Association for Propagating the Gospel in Foreign Parts. Services were held for a long time in a guardhouse or blockhouse built for defense against Indians in the early days of the settlement. But in 1746 one Ralph Wentworth gave a half acre of land "west of the town pond" for the building of a church thereon, and then he gave a goodly amount of cash besides, so the edifice might be reared upon the site. The name of St. George was now bestowed upon the building and organization. In these early days Flushing formed one parish with Newtown and Jamaica, which relation continued until 1803, when Jamaica was separated from the compact. Six years later the three stood apart as independent societies or parishes by themselves. The Methodists first gained an existence in the town among the colored people, who abounded here then as now, as the result of the scruples of the Quakers and their frequent manumissions for that reason. A church was organized in 1811.

Not till nine years later were efforts begun to effect an organization among white people, these finally resulting in the erection of the first Methodist church on Washington Street in 1822. In 1843 they built a second church on Main Street, which in turn was superseded in 1875 by the present building on Amity Street, opposite the Flushing Institute. The Roman Catholics, who are in strong force at Flushing to-day, began religious services in 1826 in a small private house on Main Street. In 1841 lots were bought at the present site, corner of Union and Madison streets, and a frame building put up, which was replaced by the present edifice in 1856. It gives evidence of the lack of a Dutch element in the make-up of Flushing that no church of that order was organized until 1842. The first building stood on the corner of Prince and Washing-



WILLIAM IV.

ton streets, and was constructed of the gray stone from the Blackwell's Island quarries. A new and handsome structure was put up on Bowne Avenue, corner of Amity Street, in 1892. The Congregationalists followed with society and church in 1851 and 1852, and the Baptists were still later, organizing in 1857.

As one steps off the train at the Main Street station in Flushing the first object that meets his eye is a large frame building, crowning the high ground rising with gentle slope from the street, a fine lawn dotted with noble trees in front. As one approaches this building its grand proportions grow upon the view. It is indeed somewhat the worse for wear—a coat of paint seems sadly needed. But nothing can take away from the impression it makes upon the beholder. Its lofty porch, supported by tall pillars of generous circumference, to which a flight of steps along its entire width gives access; the wings on either side, which leave this porch as a deep recess in the center; the wings and center both rising to a height of four stories; the depth of the main building, with an L extension on one side in the rear reaching back a hundred feet further—all have a decidedly imposing effect. None the less impressive is the finely cultivated garden covering nearly a whole city block, making an attractive display of horticulture as well as kitchen-gardening, rare plants and curious bushes suggesting the proximity of Flushing's famous nurseries. Naturally all this arouses the observer's curiosity and invites inquiry. This, then, is the celebrated Flushing Institute, founded by the Rev. William Augustus Muhlenberg. While still a young man, and after having served as Rector of an Episcopal Church in Lancaster, Pa., he made a casual visit to Flushing when St. George's Church was vacant. He was asked to become its Rector, but consented only to a provisional arrangement for six months. He had long contemplated devoting himself to the education of youth, having some original notions upon the subject. Ere the six months were over the opportunity for founding an institution and carrying out his ideas came to him, and on August 11, 1827, the cornerstone of the present building was laid. It was ready for occupancy in the spring of the following year. One purpose of Dr. Muhlenberg was the Christianizing of education, and so he wished the school he was founding to be called "The Christian Institute," but it was found expedient, while retaining the fact, to drop the name, and hence the name finally fixed upon was simply the "Flushing Institute." Aside from the religious influence Dr. Muhlenberg aimed at and exerted in a salutary manner, it was his desire also to let instruction be accompanied by a paternal concern, and to foster the closest ties of affection between teacher and pupil. He succeeded in this aim to a remarkable degree, and his method was a revelation to the age in which he first put it into practice. When Dr. Muhlenberg transferred his work to College Point, as will be noted below, some ten years or more afterward, the school at Flushing was aban-

done, but in 1845 Mr. Ezra Fairchild bought the property and carried over to the Institute a school which he had conducted since 1816 in New Jersey. After his death the work was taken up by his son, Ezra A. Fairchild, and his son-in-law, A. P. Northrop. The methods of instruction and of dealing with the boys were pursued by these gentlemen upon the same lines as those laid down by Dr. Muhlenberg, and the fame of the Institute became deservedly widespread. An interesting feature for a long time was the great number of youths from Cuba and the South American Republics who came here to be educated. The improvements in public school education, and especially the rise of so many excellent free high schools in the county, have materially reduced the number of pupils who seek the advantages of school and social life which the Institute yet furnishes, under the guidance of the two gentlemen last named. But no citizen of Flushing will ever be reconciled to the disappearance from its streets of the noble and impressive structure and surrounding grounds. Not far from it the Roman Catholics boast of an institution that may well warrant their pride—the St. Joseph's Academy. Its buildings are of more modern style, its grounds beautifully laid out in shady walks and choice flower beds. While the Institute educates only boys and young men, the Academy confines itself to female education.

Flushing at one time promised fair to become a health resort, where people could indulge in drinking the "waters." In 1816 a mineral spring was discovered upon the land of one of its prominent citizens. Dr. Samuel L. Mitchell, whose name we meet more than once in New York history, himself a Long Islander, examined the water, and declared it to be a chalybeate (or iron) spring. Its medicinal properties were highly praised by him and other chemists and physicians, but either the spring gave out or its tonic properties failed to materialize; at any rate, the sensation, momentarily aroused, soon died away. A more substantial claim to fame has been derived from Flushing's nurseries. The Prince nurseries were started as long ago as 1750 by William Prince, who called his enterprise the "Linnæan Botanic Garden." He then cultivated a space of eight acres for the express purpose of raising young fruit and shade trees for sale. The business had already become celebrated at the time of the Revolution, so that General Howe, of his own motion, ordered a guard to be stationed at the nurseries, which was maintained till the end of the war. Yet not much occasion for the selling of fruit trees then occurred, and Mr. Prince was obliged to offer for sale thirty thousand young English cherry trees, which he suggested would serve well as hoop-poles. There is a note in President Washington's Diary, under date of October 10, 1789, which is of interest in the present connection. It begins: "I set off from New York about 9 o'clock in my barge to visit Mr. Prince's fruit gardens and shrubberies at Flushing." It appears, then, that these nurseries had already gained a high reputation.

else the President of the United States would hardly have condescended to make a special visit to them. And he went attended by no mean company. "The Vice-President [sturdy John Adams], Governor [George Clinton], Mr. Izard, Colonel Smith, and Major Jackson accompanied me." Truly a distinguished party. Hon. Ralph Izard was a member of Congress from South Carolina at the time, and was married to a New York lady, Alice De Lancey, a niece of the whilom Chief Justice, possibly herself a Tory at one time, as all her connections were, but that sort of thing was now forgotten. "Colonel Smith" was Col. William S. Smith, who had married John Adams's daughter. He was a Long Island man himself, and may have been the one to induce these gentlemen and dignitaries to honor Prince

with this visit. We can imagine what a stir the progress of such a company through the streets of the city must have made. Washington was then living at the Franklin house, and no doubt they wended their way down the hill to the landing at Peck Slip, then much closer to Pearl (or Queen) Street than now. It was quite a trip for a rowboat of heavy build and loaded with passengers, and it would have been interesting to have had some details of their experience in going through Hell Gate. It is possible, however, that the barge was only used to ferry them across the East River, and that carriages awaited them to convey them via Brooklyn and Bedford and Jamaica. Yet the



WILLIAM A. MUHLENBERG, D.D.

barge could have taken them almost as quickly, and as Prince's nurseries were near the head of Flushing Bay, on Bridge Street, the party could have been conveniently landed right there. Whether New York was excited at seeing the party go we know not. But Flushing was tremendously worked up over their arrival within its boundaries. It was not every day village people were privileged to look upon a real live President, with a Vice-President and Governor of a State thrown in. With a quiet, perhaps unconscious humor, Washington records the form of expression which their appreciation of the honor took: "The inhabitants of the place showed us what respect they could by making the best use of one cannon to salute." It must have been a rather dangerous piece of ordnance after all the salutes proper to the occasion had been fired: if we are correct, twenty-

one gun would be required for the President; and no doubt a Vice-President and Governor each have their allotted number of shots in the appointments of gunpowder etiquette. But meantime that this solitary gun was banging away the President took careful note of the object of his visit. He evidently was not much impressed with what he saw. His expectations had been raised too high by too enthusiastic reports. "These gardens," he writes, "except in the number of young fruit trees, did not answer my expectations. The shrubs were trifling and the flowers not numerous." Now, was it that the Virginia planter had not risen to the largeness of the soldier and the statesman in Washington? Sometimes a weakness like that sticks to the biggest of men, and it is just possible that professional jealousy as a cultivator of the soil himself prevented him from giving these New York nurseries their due.

In 1793 the gardens were enlarged, twenty-four acres being now devoted to the culture of trees. As the 19th century came with its push and expansion of business effort, these nurseries also felt the impulse, and before 1839 sixty acres were needed to accommodate the growing undertaking. The other noted nurseries of the town are those of the Parsons, which were started in 1838 on the same plan as the Prince's. But changing times brought different demands. Between 1862 and 1865 great attention was given to the culture of grape vines. Later the Parsons became the sole growers of rhododendrons, and hardy azaleas, and made much of the culture of camelias. After 1872 the business was removed in great part to Kissenah Lake, but the old nurseries on Broadway, near Bowne Avenue, are still the pride and wonder of the village.

As has been stated in a previous chapter, the North Side branch of the Long Island Railroad was extended to and beyond Flushing in 1854. With increased and rapid facilities of communication with New York, the number of those who sought homes here quickly grew. Not only did the vicinity now, as before attract men of wealth who wished to find here a rural retreat in the summer. Business men of small means, clerks, and professional men, could dwell here all the year round, go to business in the great city in a short time every day, and be back home early in the evening. The two thousand souls constituting the population in 1837 at the incorporation, had grown to ten thousand about 1880. Even in 1872 one of the Parsons brothers sold an acre of ground for \$10,000. Streets were laid out upon the high ground eastward, and many small but elegant cottages were built upon them, and were eagerly sought by purchasers or tenants. Within the present decade the trolley-cars have come to make direct and quick connection with Brooklyn, Williamsburgh, Long Island City, and the upper part of New York by means of the Astoria Ferry to Ninety-second Street. The affairs of the village were well managed by its officials, and improvements of streets, waterworks, gas, electricity,

all contributed to make a residence here as comfortable while far cheaper than in the neighboring cities. It was, therefore, with considerable reluctance that the people of Flushing contemplated consolidation with the Greater New York. It is probable that a majority of Flushing voters opposed the project, but the vote of the other county-towns involved carried the day in favor of it.

College Point derives its present name from the attempt of Dr. Muhlenberg, of Flushing, to expand his educational work. At first this region was in the possession of William Lawrence, a gentleman of note in Colonial days, descended from that sturdy "William Lawrence, of Flushing," who, in 1666, was fined by Governor Nichols for daring to criticise some of his measures under the Duke's Laws. After the Revolution a part of this property came into the market, and was bought by Eliphalet Stratton for \$1,250. Hence for many years the settlement that grew up in the wake of business was called Stratton's-port. In 1835 Dr. Muhlenberg bought a large tract of land here, having a water-front of over a mile, and rising landward into a broad and high hill, affording an extensive prospect of the East River above Hell Gate. It was proposed to erect a large building at a cost of \$50,000 on the summit of this hill, and the cornerstone was actually laid on October 15, 1836. Here was to be conducted a regular collegiate institution under the name of St. Paul's College, for the preparation of young men for the ministry of the Episcopal Church. So with that design at least in mind, the enterprise was begun, and the neighborhood received the designation College Point, which it has ever since retained, although the college never was realized on the scale intended and is now no more at all. The financial crash of 1837 shattered Dr. Muhlenberg's hopes. A plain frame building for the Grammar School department was completed and work commenced in it in 1837. The college buildings, finished in a style much less expensive than at first intended, were ready for occupancy in 1840; and then the college classes, which hitherto had met in the Grammar School since 1838, were transferred to these. In 1846 Dr. Muhlenberg left the institution to begin his career as rector of a free church, and founder of St. Luke's Hospital, hoping that other hands could carry on the plans he had so well established. But the college missed the master's hand, and before 1850 St. Paul's College had ceased to be. At Dr. Muhlenberg's instance and largely at his expense, a plank-walk across the marshes or salt-meadows had been constructed to connect College Point with its more vigorous neighbor Flushing. In 1855 an improvement was made in this direction by the building of a causeway between the two places. College Point was now developing as a manufacturing center. In 1854 Conrad Poppenhusen, a German, erected a factory here for the making of hard rubber knife-handles. Other kindred enterprises were established, that drew skilled laborers trained in Mr. Poppenhusen's factory from among his operatives. Ribbon mills, ultra-

marine works, and a large brewery subsequently filled up the complement of business. A postoffice was assigned to the place in 1857. In 1880 the people were ready for incorporation as a village and though the part where the business had grown up had been known as Strattonsport, the title selected for the corporate name was that derived from the early educational undertaking, College Point. The population is overwhelmingly German, and among the industries greatly in evidence besides those mentioned are places of recreation or



A CREEDMOOR PRIZE.

beer gardens, to accommodate the crowds that seek on Sunday to quench their summer thirst while they breathe the country air. In 1868, through Mr. Poppenhusen's exertions, the Long Island Railroad extended a branch to College Point from Flushing. A line of steamers also made trips between New York and this place, but within recent years this has been replaced by a ferry between College Point and East 99th Street. This ferry is patronized to a great extent by the farmers of Long Island, who thereby save miles of trucking across the township of Newtown and the City of Brooklyn. Sometimes one can

count as many as a score of heavy truck wagons upon one ferry-boat at a time, leaving no room, of course, for any other conveyance, and as the farmers stand waiting for their turn to go aboard, the line extends sometimes nearly a mile back.

Near the northeastern extremity of the township of Flushing is the village of Whitestone, whither the railroad conducts from College Point, and to which more than one good road leads from Flushing. It is Whitestone that really can claim the honor of Lieutenant-Governor Colden's residence, for "Spring Hill" is on its western border; and here, too, was the farm or country-seat of Francis Lewis. Its name is said to be derived from a large white rock lying off shore opposite the place, and when there was question of a postoffice being established here in 1854 this was the name selected, although some enthusiastic admirers of De Witt Clinton had at one time desired to name it Clintonville. This circumstance shows that the settlement is not a mushroom growth of later times. In 1845 it was made the seat of an extensive business—the manufacture of tinware, japanned ware, toys, etc., carried on in Brooklyn since 1827. Eighteen buildings are needed to carry on the various operations, and hundreds of people find constant employment. The beautiful situation, too, has been drawing wealthy residents to this section since 1825. Close to Whitestone, a little eastward, Willett's Point frowns upon us with its fortifications, grimly threatening any hostile approach to New York. In 1857 the United States Government bought one hundred and ten acres of land here as a reservation to be used for military defenses, and in 1863 twenty-six and a half acres were added to it. No work upon the post was commenced until 1862, when the Civil War was well under way. The Point, jutting far out into the river, and meeting the equally sharp promontory of Throgg's Neck, nature itself seemed to have devised here a plan for the effective defense of New York Harbor, just where the broad Sound ceases and narrows itself down to the estuary popularly called the East River. Such a coign of vantage ought long before to have been fortified. The reservation was mainly used as a camp for recruits during the Rebellion, and in 1864 a hospital containing fourteen hundred beds was temporarily erected here. After the war it was made the headquarters for a battalion of Engineers, and practically amounts to a school of instruction for that highly important branch of the army. General Rodenbough describes it as follows: "The garrison is composed of some five hundred engineer soldiers, who are constantly exercised in the duties of their special branch of service as well as in infantry drill. As a rule these men are of a high order of intelligence, and are required to become familiar with the principles of mechanics; to construct and lay bridges; to sink, explode, or take up torpedoes; to understand the nature and operation of high explosives, steam-engines, and electrical apparatus, as well as the duties formerly appertaining to sappers and miners."

The post constitutes a sort of community by itself, having a school for officers' children, a library, a printing office, and a chapel, while the officers' families enjoy delightful social intercourse, and do not feel their isolation from the world.

Bayside is a little settlement in Flushing township, deriving its name from its situation on the west shore of Little Neck Bay. Douglaston is nearer the head of the bay, and Little Neck, around the head and along the eastern bank, comes just within the precincts of Flushing. Creedmoor is noted for the grounds of the National Rifle Association, where our marksmen of the National Guard learn to beat the records of the world. For the rest Flushing town is open country all the way to the line that divides it from Jamaica. Yet in those rustic quietudes it must not be forgotten that a great municipality has gathered in the fields and hills and woods, before whose advance they must ere long disappear and be converted into a wilderness of brick and stone, laying low the hills, exalting the valleys, and making straight the crooked paths.

CHAPTER XIX.

QUEENS—JAMAICA AND HEMPSTEAD.



JAMAICA, the township, would naturally remind us of Jamaica the island, and bid us imagine some connection between them in the naming. But the two came to resemble each other only because phonetically that of the township represents the old Indian name *Jameco*, by which was designated a tribe living in the vicinity. The first settlers of the town were Englishmen, mostly from New England. They came here about the year 1656, and Thompson presents a list of twenty, presumably all heads of families, among them being such names as Denton, Townsend, Messenger, and others, which have maintained themselves through the intervening generations down to the present time. It was, of course, necessary for them to obtain permission to make a settlement within the bounds of New Netherland from the Director, Peter Stuyvesant. Four years later the success of the undertaking warranted the extension of a patent, and the organization of town government on the Dutch pattern. Then it became necessary to select a name, and a Dutch one at that. But, strange to say, no place in Holland was selected for the honor of having a namesake here. Thompson, indeed, affirms that *Rustdorp* (he spells it "*Rusdorp*") is derived "from a town of that name in Holland." There may be a village somewhere bearing this appellation, but no place conspicuous enough to have suggested itself for adoption under the present circumstances. The term, too, is merely descriptive, and may have been fixed upon because it fitted the conditions of the new settlement. It means "Village of Rest," a rural retreat, "a lodge in some vast wilderness," and such, no doubt, "*Jameco*" was at the beginning. So much was this the case that in 1659 the people voted that in the harvest season the settlers should mow the grain "by squadrons—to wit: John Townsend and his squadron at the East Neck; Robert Coe and his squadron at the Long Neck; Nicholas Tanner and his squadron at the Old House, and Nathaniel Denton and his squadron at the Hawk-trees." This arrangement was obviously a prudential one, so that no solitary harvester in a distant field should be suddenly attacked by savage men or beasts. The "Old House" seems a misnomer in so new a country, but referred to one of the "Long" houses in which Indian tribes made their home, while the "Hawk-trees" were those in which hawks

or cranes made their nests, and which Indians in their transfers of territory always stipulated should be spared, inasmuch as these birds were held sacred by them.

When the Dutch régime passed away and the English came into power, and the Yorkshire scheme was introduced, Jamaica and Flushing were relegated with the rest of Queens County east of them to the North Riding, although the compass would hardly warrant such a designation by the side of Suffolk County as the East Riding, and Newtown and Kings as the West Riding. The North Riding might have been part of either the West or East, but how its relative position could suggest anything northerly with reference to these others, it is hard to comprehend. Jamaica, of course, had its delegates at the Hempstead Convention, where the Duke's Laws were proposed and adopted, and they were no less backward than the other townships in freely criticising the same and the actions of the Governor, in 1669. The recapture of New Netherland by the Dutch in 1673, and the Leisler troubles of 1689 to 1691, left no special events to be recorded, about the same experiences being encountered here as in other communities in the island. But Jamaica had a very special experience of the duplicity and general rascality of that by far the worst of many bad Royal Governors, Lord Cornbury. We have already told the story in our previous volume (p. 104), how Cornbury was

compelled to flee from New York on account of the yellow fever scourge in the summer of 1702; how the Rev. Mr. Hubbard, pastor of the Presbyterian Church, courteously placed his commodious parsonage at the disposal of His Excellency; and how, in return, the pastor was ejected both from his church and parsonage, and these were turned over to an Episcopal rector, on the ground that "the church and parsonage having been built by Public Act"—i.e., permission having been granted the people to collect tithes for finishing the building and paying the minister—"it could belong to none but the Church of England." It is proper here to add some further details both in regard to the establishment of the Presbyterian Church in Jamaica and this particular episode.

Before the Dutch rule had come to an end, and but two years after the grant of their patent, the people of Jamaica built a church. It



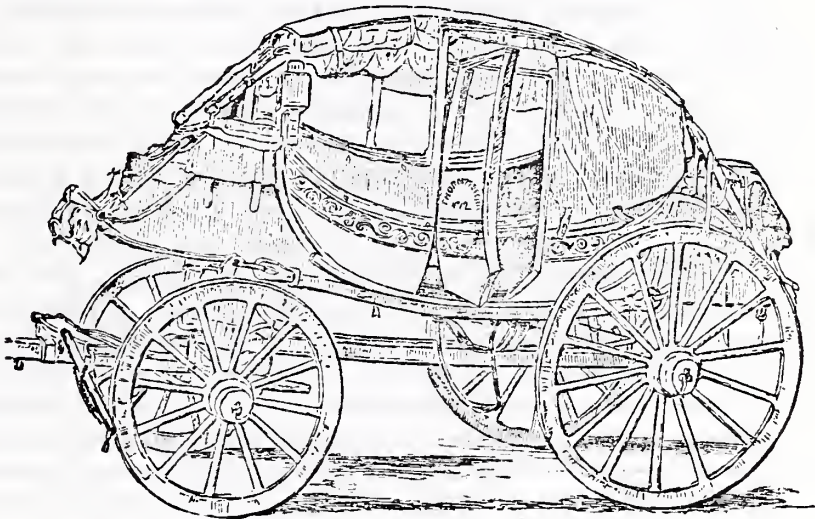
CORNBURY IN FEMALE DRESS.

was of the Presbyterian order, and the first pastor called was the Rev. Zachariah Walker, at a salary of sixty pounds a year, payable in wheat and Indian corn. Two pastors intervened between Mr. Walker and the Rev. John Hubbard, who was called in 1698. The next year a movement was set on foot to build a new church, as the original one, erected in days of feebleness and poverty, was beginning to show signs of decay, and was, besides, too small to suit the increasing congregation. A tract of land had been set apart by the townspeople upon which a parsonage was to be built, as early as 1676. In consideration of further public assistance in the present important project, a piece of meadow attached to the parsonage lot was again placed at the disposal of the town. In 1700 the new church was finished; it was a stone structure, and stood, as was so strangely customary in those days, in Dutch communities especially, in the middle of the road, or main street, the present Fulton Street. It was therefore still a new church when Cornbury sought refuge in Jamaica in the summer of 1702. Upon a certain Sunday Mr. Hubbard, having performed the usual services in the morning, on returning in the afternoon for the second service found an astonishing state of affairs. His pulpit was occupied by an Episcopal clergyman, and the Governor, with his family, some members of the Council, and a few of the Episcopalians who had become residents of the village, were seated in the pews. Making no disturbance, the Presbyterian pastor gathered his flock under the trees of an orchard near by, and preached to them there. By force of the civil arm an Episcopal rector was subsequently inducted and a vestry appointed. In a short time after leaving the parsonage Cornbury sent the Sheriff to dispossess the Presbyterians of that also. Thus a legacy of bitterness and litigation was left which lasted for nearly thirty years, and troubled the administration of Governors Hunter and Burnett, both men disposed to be just, and without the narrow bigotry of a Cornbury. The Episcopalian element in Jamaica took advantage of technical claims under the laws of the province, so that the decision against them was long delayed, and unhappily the iniquity of Cornbury was supported by the clergy in other parts of America and in England on the pernicious principle that the end justifies the means. But, finally, in 1728, Chief Justice Lewis Morris gave back their property to the Presbyterians, even then not without bringing down upon his head the vituperations and libels of good churchmen. With such an inauspicious beginning did the Episcopal Church make its entry into Jamaica. After justice had been at last done, the society was without a building. Services were now conducted for a while in the Town Hall. But in 1734 the Episcopalians were able to erect a church of their own, which, in a charter granted later by Colden, was denominated Grace Church. At the dedication Governor Cosby and his wife, a sister of Lord Halifax, were present, and the lady presented the church with a large Bible, a Common Prayer-book, and a surplice for the minister.

The Dutch were slow in invading the townships outside of Kings County, but, as we have seen in the case of Newtown, they got there in the course of time. They were here in Jamaica in numbers enough to have a church, sooner than they were so in Newtown and more than a century before they were so in Flushing. With some uncertainty as to the date of organization, it is estimated that 1702 is about correct. The Dutch people had helped contribute to the Presbyterian Church, and once in a while a pastor from Kings County would give them a service here, although on fair days they did not mind riding or walking to Brooklyn or Flatbush to hear a good square Dutch discourse. In 1715 they began to make a move toward the building of a church, and all the Dutch that could be found in Queens County were solicited to bear a hand. In 1716 it stood an accomplished fact, and now the domines from Kings were asked to come over and help them out with the preaching, until after a few years, as we saw, Jamaica, Success, Oyster Bay, and Newtown were formed into a collegiate Queens County parish similar to the one in Kings. It was particularly in this parish that were felt the baneful effects of the so-called Conferentie and Coetus parties in the Dutch Reformed Church. The Coetus party were those who recognized the fact that they were no longer under the Dutch rule, nor yet living in Holland. They wished to have authority to educate and ordain ministers in America, whereas it was required of all young men desirous of entering the ministry to go across seas to Holland to be educated or at least ordained, usually both. Some concessions tending toward larger liberty had already been granted by the ecclesiastical authorities in Holland in 1747, a Coetus, or assembly, being allowed to form to examine candidates for the ministry, and on special permission being obtained therefor, sometimes to ordain them. This went along nicely for a few years, when suddenly the Conferentie was formed, a body of reactionaries who wished to return to the closest and most obstructive dependence on Holland. Congregations were grievously divided on these points. Ministers who had performed certain functions, such as baptisms, would have their acts repudiated by others of the other side. Officers installed by a pastor of one party would not be recognized by one of the other, and sometimes two conflicting boards of elders would stand opposed to each other in one congregation. The denomination suffered irreparably from these differences, which were not composed till 1771. For several years, on account of these troubles, pastors followed each other in Jamaica in rapid succession.

Landmarks of the olden time, and names still not forgotten, are the "One Mile," and "Two Mile," and "Three Mile" mills. The range of hills that rise north of Jamaica, and form a natural division between that township and Flushing, send forth several small streams on their way along the southern levels, and so on to Jamaica Bay. Among the largest of these is the one that starts in the vicinity of the village,

and at a distance of three miles from it falls into a creek that discharges into Jamaica Bay. Along this stream the three mills named were planted, and at the distances suggestive of the terms applied to them. These appeared on the scene during the eighteenth century. But they had been preceded by several, some of which, too, were other than grist mills. In 1663 John Ouldfeld, a tanner, was induced to settle in Jamaica by the gift of a lot for a house and a twenty-acre farm. For this he must put up a bark-mill, and "make such lether as will passe under ye seal." Likewise in 1669 a Mr. Hubbard was enticed away from his native Gravesend, so that he would run a mill in the township. In 1704, a fulling-mill was established by Whitehead and Thirstone, stimulated thereto, doubtless, by the enterprise of Newtown thirteen years before. They were granted certain priv-



AN ANCIENT STAGE COACH.

ileges provided they would full all sorts of cloth, press the same for threepence the yard, and to full for this town's people in preference to those of other towns.

The history of Jamaica in Revolutionary days, requires a brief reference once more to the sad case of General Woodhull. It was here he was stationed, and practically left in the lurch by the Provincial Congress, not feeling at liberty to abandon his post till it was too late. Two miles east of Jamaica, on the road to Queens, at Carpenter's Inn, he was overtaken. In a former chapter we rather intimated that the blows inflicted after his surrender were stayed by the order or interposition of Captain Oliver De Lancey. But some accounts reflect pretty heavily on that truculent Tory, and are in some respects more in accord with his well-known violent character, which gave so much trouble to Governor Clinton, and which he indulged with impunity

because his brother, the Chief Justice, played so strong a hand against Clinton in the Assembly. The dastardly saber cuts were showered upon the defenseless head of the distinguished captive, because when ordered to say "God save the King," he replied, "God save all honest men." And upon his deathbed General Woodhull declared to Robert Troup, friend and fellow-student of Alexander Hamilton, that the one who struck him, after he had yielded up his sword, was Oliver De Lancey himself. As if this brutality was not enough, with bleeding head and mutilated arm, Woodhull was hurried to Jamaica and imprisoned in the Presbyterian Church, without bed or other comforts. While at Hinchman's Inn, in the village, Dr. Ogden, the physician of the place, offered to dress the gaping wounds, but this needed service and common humanity were denied the sufferer. The rest of the painful story is found on pages 100 and 101.

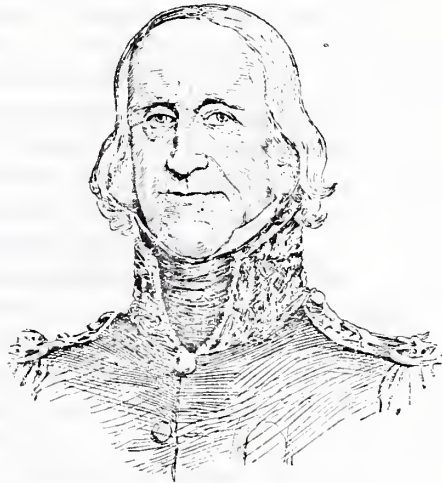
Jamaica furnishes another instance of British brutality in these early days of the war. Elias Bayliss was an aged man afflicted with blindness, and an esteemed elder in the Presbyterian Church. By the officiousness of a Tory neighbor who wished to serve the Britons, but could muster up no courage for a braver deed, Mr. Bayliss was pointed out as an active sympathizer with the rebel cause. He was, therefore, arrested in the neighborhood of One Mile Mill, whither he had retired to escape the notice of the enemy. He was conveyed to New Utrecht and imprisoned in the church there, with two fellow-townsmen, penned together in the same pew. While there, having a good memory and being a good singer, he solaced the monotony and misery of their situation by singing a psalm in Rouse's Version. Desiring that one of his companions should read a chapter from the Bible to him, he asked them to get it from the pulpit. Neither of them ventured to leave their position, but advised him to get it himself, supposing his helpless condition would be less likely to arouse the resentment of the guards. He accordingly felt his way up, and was on his way back to his place when he was rudely accosted by the guard, the Bible taken from him, and he thrust back into the pew with no gentle hand. Bayliss was released and returned to Jamaica. At the evacuation the man who had caused his arrest contemplated remaining after the British had left. But he received such undoubted intimations of what was in store for him that he changed his mind and went to Halifax with the rest.

All through the remainder of the war Jamaica was made the winter quarters for the troops. Huts were built in the side of the hill north of the village, where they were sheltered from the northern gales, and had the benefit of the exposure to a southern sun, and thus were made comparatively comfortable. Naturally there was need of frequent trips on the part of the Jamaica villagers to Brooklyn or Bedford, especially the latter, where the headquarters of the troops on Long Island were established. There accounts had to be settled, if

they were settled at all, and reports had to be handed in of available produce, or cattle, or horses. Hence we notice that in October, 1777, a Mr. Hope Mills advertised that a stage would start from his stables at 7 o'clock a.m. on Mondays, Wednesdays, and Saturdays, which would return the same day although it was to go all the way to Brooklyn Ferry. This evidently was a successful venture, for soon two competitors entered the field. At the other end of the route, Mr. Loosely, of Brooklyn Ferry Tavern fame, in partnership with a Mr. Elms, announced to the public that they proposed to run a "caravan" to Jamaica and back on Tuesdays, Thursdays, and—horrible to relate—on Sundays. In this way every day furnished the opportunity to make a trip to Brooklyn Ferry from Jamaica, only one day you had to go in the morning and the next in the evening. This defect was soon remedied by a second competitor for the traveling public's favor who possessed a "new flying machine on steel springs," and left for Brooklyn on "Thursday, Sunday, and Tuesday" mornings at 8 o'clock. The Presbyterian pastor at this time, the Rev. Matthias Burnet, was a loyalist, a somewhat unusual circumstance in that denomination. Accordingly his church was spared many of the indignities usually heaped upon dissenting places of worship. After the war Mr. Burnet did not stay very long, but went over to Connecticut. His position was such an anomalous one in the Presbyterian Church that he could not be comfortable in it, and so eventually he entered into Episcopal orders. The Dutch domine, Mr. Froeligh, as we have seen, was an enthusiastic patriot, whose prayers were more potent than the British liked. Hence he fled, and his church was converted into a magazine for military stores.

The return of peace and the departure of the enemy were celebrated by all of Queen's County at Jamaica on Monday, December 8, 1783, or just one day short of two weeks after the evacuation of New York. At sunrise the Continental troops that had been assigned to Jamaica for encampment, were drawn up in line, and fired a volley in honor of the day, and at the same time the flag which had finally won the triumph of the war was raised on the tall liberty pole which had been planted for the celebration. An elegant dinner was participated in by the prominent men of the county, with the officers of the army stationed at Jamaica as guests of honor, a band discoursing stirring music during its progress. Then, as usual, thirteen toasts were duly responded to by the drinking of wine. After the banquet the guests marched in a procession through the village, thirteen abreast in each column, preceded by the band, which had done duty with the troops of the State, and on passing the colors on the liberty pole, the proper salute was given. As night fell every house in the village and for miles around it was brilliantly illuminated with fanciful displays of candles. A ball concluded the exercises. It was observed that upon every countenance were plainly pictured the sentiments of joy and

gratitude pertinent to such an occasion. An address to Governor Clinton was voted during the day, which was promptly sent to him, signed by Francis Lewis and other Queens County patriots, to which the Governor replied on the 12th. The town officers, after martial law had lifted its burden, were Nicholas Everitt, Supervisor, and Platt Smith, Constable, elected to these positions in May, 1784. The first law passed by the Legislature after the Revolution provided that the Governor and Lieutenant-Governor should be voted for by ballot instead of *viva voce*, and this rule was extended to the election of Senators and Assemblymen in 1787. All the voting in the county for such officers was then required to be done at Jamaica; but in 1799 a change was made, and each township was permitted to have its own polling-places. It is, therefore, at Jamaica that we find the record of the votes cast for the four delegates that were to represent Queens County in the State Convention summoned to meet in July at Poughkeepsie to deliberate upon the question of adopting or rejecting the Federal Constitution. This election was held on May 30, 1788, and the result of the balloting is a somewhat curious showing. The four men that received the highest totals of votes were John Schenck, 518; Samuel Jones, 517; Nathan Lawrence, 484, and Stephen Carman, 476. Yet these men in Jamaica, Flushing, and Newtown received a very light vote. Jamaica gave to each exactly 23; Flushing to each only 13, and Newtown gave 36 to the first two, 38 to the third, and 10 to the last. The remaining four candidates were Francis Lewis,



GOVERNOR MORGAN LEWIS.

Hendrick Onderdonk, Prior Townsend, and Isaac Ledyard, whose votes ranged from 416 to 401; yet in Jamaica and Flushing these four men polled more than a hundred votes each, and in Newtown they each had nearly eighty. It may be noted in passing that the Synod of the Dutch Reformed Church (then but four years old) appointed June 11, 1788, as a Day of Fasting, Humiliation, and Prayer, in behalf of the State Convention to meet the next month.

We know the result of that Convention, the noble battle fought and won by Hamilton and Jay, and the adopting vote by a bare majority on July 26. Then came the Inauguration of Washington at New York the following spring, and the Federal Republic was fairly started upon its career. Whatever else Washington may have done, Long Island is specially interested in a trip—a coaching trip it had

to be then—which brought him to several places within and beyond the limits of the present New York, so much greater than it was then. This excursion took place in April, 1790. Washington was then living in the Macomb mansion, where 39 Broadway is now. He sent over his carriage and horses the day before, so as to be ready and in good trim for their work early in the morning, and on Tuesday, April 20, he left his house at eight o'clock. As the journey might prove fatiguing, and it was not known what kind of entertainment could be had, Mrs. Washington did not accompany him. The first day's trip included Brooklyn, Flatbush, New Utrecht (where the Presidential party dined at Mr. Barré's), Gravesend, and ended at Jamaica, where His Excellency lodged over night at Warne's tavern, which he describes as "a good and decent house." At eight o'clock on Wednesday morning the journey was resumed. Thus for a few days the trip was extended, taking in Brookhaven, Coram, Setauket, and by way of Smithtown, Huntington, Oyster Bay, and Manhasset back to Flushing, where the party dined Saturday noon. Then passing through Newtown to Brooklyn again, the President found the road in that township "very fine and the country in a high state of cultivation," which praise was worth something, coming from the Virginia gentleman-farmer. Before sundown Bedford and Brooklyn had been passed, the ferry was reached and prosperously crossed, and Washington at home again on that same Saturday evening, so that no one's sensibilities needed to be hurt by any unhallowed use of the Sabbath.

Just ten years later Jamaica paid reverent homage to the memory of the great man who had thus honored it with a personal visit. His death having occurred in December, 1799, President Adams, by proclamation made the ensuing birthday a memorial day in honor of the beloved dead, as we noted in our previous volume (p. 244), to be especially observed in a religious manner by the people assembling in their houses of worship. Hence, on February 22, 1800, there was a union meeting of the Dutch Reformed, Episcopal, and Presbyterian churches, in the latter edifice. The day was ushered in by the tolling of muffled bells. A procession was formed in front of the Episcopal Church, consisting of an infantry and artillery company, the local lodge of Freemasons, the students of Union Hall Academy, the Trustees of the same, a number of citizens, guests from abroad, officers of the militia in uniform, the officers of the three churches, the Committee of Arrangements, the clergy, and the orator of the day. The march extended from the Episcopal to the Presbyterian Church, which are a goodly distance apart on the same broad main street. There was singing by a choir as the procession filed into the church. The pulpit desk and the gallery were appropriately draped in black. The literary exercises consisted of an ode by the Rev. Mr. Faitoute, pastor of the Presbyterian Church, and an oration by Principal Eigenbrodt of Union Hall Academy.

One of the most interesting facts in the history of Jamaica is the establishment and success of this institution. On March 1, 1791, there was held a meeting of inhabitants at the house (or inn) of Mrs. Joanna Hinchman to consider the feasibility of founding an Academy. The Rev. Rynier Van Nest, a brother of that Abraham Van Nest who bought the property in Greenwich (Ninth Ward), New York, which had once been Admiral Sir Peter Warren's, was the pastor of the Dutch Reformed Church. Although he could not comfortably manage the English language, he was made chairman of the meeting, which was a shrewd move, as Mr. Van Nest, though a clergyman, possessed a snug fortune. Twelve persons were appointed to solicit subscriptions, Francis Lewis being one of them; and lists were circulated not only in Jamaica, but also in Flushing, Newtown, and even New York City. Soon £800, or about \$2,000, as the pound then counted, were pledged or in hand, ground was bought on Union Hall Street, and construction commenced. On Tuesday, May 1, 1792, the building was ready for occupancy, and elaborate ceremonies were held at its opening. At 12 o'clock, noon, the Trustees marched in procession from Hinchman's tavern to the Hall, the Secretary of the Board preceding them, bearing the charter. At the Hall they were met by James Mackerel, the master builder. When the company was seated a psalm was sung by a number of young ladies and gentlemen; an oration was delivered by Abraham Skinner, and an ode chanted which had been composed by the Rev. Mr. Faitoute. After these exercises the Trustees returned to the inn accompanied by their guests, and sat down to a dinner. The name given to the Academy was that of "Union Hall," because the enterprise was the result of the union of effort of the three townships, Jamaica, Newtown, and Flushing. On Monday morning, May 21, attendance was given by the Principal, Mr. Maltby Gelston, at the Hall for the reception of students. The prices for tuition were announced to be: For Latin, Greek, mathematics, etc., £6 per annum; writing, arithmetic, and grammar, £4; reading, writing, and arithmetic, £3 4s.; reading and writing, £2 8s.; reading only, £2. In May, 1796, it was advertised that young ladies would be instructed there in "the refinements of the needle." The idea of female education took a wider range than this, however, as the years progressed. Early in 1816 it was announced that on May 20 the Trustees of Union Hall Academy purposed to open a female academy (in a building still standing on Fulton Street), and that two ladies had been engaged, Mrs. Elizabeth Bartlette and Miss Laura Barnum, who were competent to instruct young ladies in "all branches of a polite and well-finished education." The institution flourished to such an extent that it was determined to erect a larger building in 1820, the cornerstone of which was laid on July 12. This contained recitation-rooms for a principal and five assistants, a library, and a room fitted up with "philosophical" apparatus. The

fame of the school spread far and wide: pupils came from New York City and even from some of the up-river counties; and more than one of the principals were men of note in their profession and in literary circles. Such was L. E. A. Eigenbrodt, LL.D., the orator at the Washington memorial service, who died in 1828, after serving thirty-one years as Principal of the Academy. In 1832 Mr. Henry Onderdonk was chosen for that position. He came of the Manhasset family of that name, early prominent in the affairs of the county. He taught at Union Hall for thirty-three years, until 1865; and his fame rests besides on historical researches of the most exhaustive kind, illuminat-

ing the annals of various portions of Long Island. To him we are indebted for Revolutionary reminiscences and incidents of Kings, Queens, and Suffolk counties. A list of twenty different publications of that sort appears to his credit, diverging also into the history of New York City. The Jamaica Academy, however, was bound to feel the effects of the extension and elevation of education in the free public schools, and so Union Hall languished as did the Flushing Institute. The end came in 1873, when the building was sold to a German resident. It is now wholly unrecognizable in the shape of three dwelling houses of modern appearance. Only the north side, with its shingles, reminds one of former conditions.



MRS. RUFUS KING.

(M. Alsop.)

It will never do to speak of Jamaica and not mention the connection with it of the King family. As one proceeded from the railway station direct to the main street, some years ago, he was wont to confront a high fence (not so high after the street was graded and asphalted, and now gone), surrounding extensive grounds resembling an ancient English park. Tall trees, old and umbrageous, abound, and almost hide a mansion of generous proportions. It can not be said to have much elegance of outside appearance, but, doubtless, it is all that can be desired, or that wealth and refinement can make it within. Here came to reside in 1806 the Hon. Rufus King. Having married the daughter of John Alsop, the eminent New York merchant figuring more than once in the non-importation movements, as we have seen, he settled in New York City in 1788, practicing his

profession of the law. He became intimate with Hamilton, and it was Hamilton who insisted that he should be made United States Senator from New York in 1789, when others wished one of the Livingston family to be elected; whereby unhappily Hamilton alienated that powerful interest, and brought much trouble upon his party and himself. In 1796 Mr. King was appointed Minister to England, retaining the position for ten years. He then made his home permanently at the country-seat in Jamaica, where his descendants have also remained. His eldest son, John Alsop King, was elected Governor of the State in 1856. The King place is now a public park.

As the present century advanced the march of progress demanded the removal of an ancient landmark. For over a hundred years the old stone Presbyterian Church had stood in the middle of the street opposite where the present one now is. It was decreed that it must go; the fashions had changed with the times, and it had ceased to be thought essential that a church should obstruct travel. Yet it may have been a good way to attract attention to it, and one reason why the number of church attendants has been so sadly depleted during this century may be the placing of churches in line with other buildings, or even a little back of the line, so that people pass innocently by. On May 24, 1813, the demolition of this church took place. Bodies were found under the pulpit (where the ministers were wont to be buried), and under the pews, the proper place for the lay dead. And then another step was made toward the future and its hoped-for progress: the village of Jamaica, hitherto such only in name, now aspired to become that by incorporation. Its charter bears the date April 15, 1814. The first President was William J. Cogswell, and among its earliest trustees was John Alsop King. Its population was then not far from a thousand. No town hall was to be found in the place, as the British had utilized the Court House in building huts for barracks. Not till 1859 was a hall erected. Its cost was only \$2,000. It stood on Herriman Avenue, about sixty yards north of Fulton Street. But very soon its inadequacy became manifest, and in 1864 the Legislature authorized the borrowing of \$30,000 for the erection of a suitable building. This is the one that stands on the corner of Fulton Street and Flushing Avenue, which was completed in 1870, when the other was sold and converted into dwelling houses. Its final cost was \$90,000, and besides courtrooms and offices, the usual appurtenances of a town hall, it has the novel feature of an auditorium, with stage and scenery, so that entertainments can be given in it.

On November 11, 1817, a meeting of farmers from all over the county was called at Jamaica for the purpose of forming an Agricultural Society, of which Lewis S. Hewlett was chosen Chairman. This resulted not much sooner than two years after, in the organization, on June 21, 1819, of the Queens County Society for the Promotion of Agriculture and Domestic Manufactures. Of this society Rufus King

was elected President. The Managers met on July 26, and adopted a list of premiums to be awarded at the first exhibition on the first Tuesday in November. The following autumn, November 2, 1820, a Cattle Show was held under the auspices of the Society, near the site of the old Court House, at which it was said that more people assembled than had ever before been seen together in the county. Rufus King received a medal or premium for the finest milch cow. Jamaica could not thus make itself the center of interest in the county without the aid of the newspaper, and we have, perhaps, touched the secret of its advancement within these few years when we find that in 1819 Henry C. Sleight began to publish the *Long Island Farmer*. In 1835, while the other was still flourishing, room was found for another, and James J. Brenton started the *Long Island Democrat*. Still later, in 1868, the *Jamaica Standard* came into being.

The day for the rapid expansion of this township, as well as the others, dawned when the steam railroad came into play. Then began the drawing together of the surroundings of the metropolis by easy and rapid communication, so as to make but one community of them all, logically pointing to the accomplishing by formal enactment what the force of circumstances had already established practically. Stages served to transport infrequent travelers in small numbers between Jamaica and New York, at a speed not much different from that of the Revolutionary times. On April 18, 1836, as we saw, the Brooklyn and Jamaica Railroad was completed and opened to the public, and on that same day the ground was broken in the construction of the extension to the parts of the island beyond. In August, 1837, trains began to run to Hicksville, and in July, 1844, the first train passed over the entire road to Greenport. At the same time the wagon roads were not neglected, but improved to augment facility of transportation to the great marts and centers of population on the East River. The Myrtle Avenue and Jamaica Plank Road was opened for travel on June 1, 1854, shortening the distance to Brooklyn by about one and a third miles. Upon the old Jamaica road or turnpike planks were also deposited. Later distressing horsecars ran from Jamaica to East New York, and there met at their termini several lines of horsecars, or dummy trains from the Brooklyn ferries. As was stated in a previous chapter, this Jamaica street railroad was later provided with cars run by electricity supplied by an overhead wire, and was the first experiment of that mode of propulsion on the island. Not long after the Rapid Transit trains of the Long Island Railroad, which had hitherto run only as far as the eastern extremity of East New York, were made to run at regular intervals to Jamaica. And within the present decade trolley-cars from more than one direction complete the system of rapid and constant communication between this end of the greater city and the more central portions. A glance at the map shows the effect of these means of travel upon

population and development. There is an almost uninterrupted indication of streets and houses from Brooklyn on to Queens, exactly along the line of the railroad, wherewith the trolley-car lines run closely parallel in order to make their competition more effective. There is a series of settlements along this line: Woodhaven, Clarenceville, Morris Park, and so forth, to Jamaica and beyond to Queens. But the rest of the township is open country waiting for the greater expansion, which shall force lines of travel in other directions, and thus make Greater New York compact here as elsewhere.

Of these places Queens, though older than most of the others, is not much more than a rural neighborhood, but affords pleasant residential advantages to men doing business in New York. The ubiquitous trolley has lately come to connect Queens with Jamaica and the rest of the world, thus supplementing the railroad accommodations. Woodhaven, at quite the other extremity of the township, owes its foundation to the same man who planted an East New York where he did, hoping it would outrival its western adjunct. Its date of origin is therefore the same, 1836, and its fate was affected seriously by the panic of the next year. Woodhaven began to assume some importance and size when it was made the seat of the great agate-ware factory past which the traveler flashes in the train, but which is worth stopping to examine. Two Frenchmen started this business in a small way in 1863. Now the factory covers three acres of ground, with no less than ten great brick buildings. For their more than half a thousand operatives the firm has put up rows of buildings, which can be rented or secured by purchase at moderate rates. The various members or officers of the concern occupy very elegant residences surrounded by beautiful grounds. A postoffice was established here in 1855, and one or two churches made a feeble show of life, before the advent of this great manufacturing enterprise. But this, of course, was the making of the place, which soon numbered its inhabitants by the thousand, and converted surrounding farms into valuable building lots. It must be said, indeed, that this is the only considerable manufacturing interest in all Jamaica, which, unlike Newtown and Flushing, is singularly devoid of that sort of industry. Springfield is one of the few settlements of Jamaica off the line of thickest population. It is old enough to enjoy a bit of Revolutionary history. During that war British soldiers were billeted on almost every dwelling in the neighborhood; and no doubt the experience was so delightful that there was entire spontaneity in the loyal address which the people at one time found it convenient to make to the powers that then happened to be. It has a postoffice, and the railroad, in its progress toward the south side of the island, sought out its location and connected it with the busier parts of what is now the one great city. Jamaica has no ocean front, which was granted as by a geographical caprice by means of Rockaway Beach to Hempstead. But to com-



THE STATUE OF "VICTORY."

Designed for the Soldiers' and Sailors' Monument at Jamaica.

pensate the former all the islands or semi-islands (for some of them are invisible when the tide is at the flood) in Jamaica Bay are placed under its sway. Thus the planting of oyster beds and other fishery regulations came under the control of the town officers, and must

now be administered by the dignitaries at the City Hall on Park Row.

But a small strip of the township of Hempstead claims attention in a history of the Greater New York. The name covered more territory in olden times than at present. In 1784, by an act of the Legislature dated April 6, North Hempstead was erected into a separate town. Some years afterward, indeed, on January 24, 1789, a petition came before the Legislature for the reunion of the two parts, presented by Jacob Mars and one hundred and nine other persons. But against the reunion appeared petitions from William Thorne and one hundred and eleven others; from Hendrick Onderdonk and ninety-seven others, and from Richard Valentine and sixty-six others. So the two were left in their divided state. It was in the northern portion that the first attempt at a settlement was made in 1640: as it was done in defiance of the Dutch Government, upon the claim of English title to the island as against the Dutch, the invaders were promptly driven off. When the Englishmen came in a peaceful spirit, like those of Newtown and Jamaica, they were accorded a like welcome. This happened in 1643, and was the beginning of Hempstead village, in the present township of that name. Thompson derives it from Hempstead, a place near London. In the form *Heemstede* it is an antiquated Dutch word, resembling both in form and meaning the English word "Homestead." So it may be that the Dutch Governor was satisfied with the term as sufficiently Dutch, even if it were English. It was upon the vast plains of Hempstead, but outside of the jurisdiction of the Greater New York, that Governors Nichols and Lovelace initiated the awful practice of horse racing, to which the reverend historian Prime traces all the ills and defects of character which he discovers as peculiar to the people of Queens County.

To get hold of any place to write history about, since we can not touch Hempstead village, we must gravitate with the bulk of population and settlement toward the extreme southwestern corner, where we find Cedarhurst, Lawrence, Arverne (illus. p. 47), and other such, springing up in the wake of railroads and the eager pursuit of summer resorts or sea air. These, of course, have no history to speak of. But Rockaway, the Far, not the Near, and Rockaway Beach can furnish us with something of that sort. Rockaway comes to the front in the Indian wars, as the scene of a conference between the Chief Penhawitz and Captain De Vries. The wily chief had sent a flag of truce, asking for the conference, and it required great courage on the part of De Vries and his one companion, Jacob Olfertsen, to go and trust themselves in the midst of the savages. But De Vries was fearless, and besides he had confidence in the honor of the Red Men, having always himself treated them like a man of his word. His confidence was not misplaced. The emissaries of the Director met Penhawitz and his braves, three hundred in number, at "Rechqua-aike," which

later tongues have turned conveniently into Rockaway. The next day, trusting De Vries as he had trusted them, eighteen chiefs went back with him, per canoe, to Fort Amsterdam. Here a treaty of peace was concluded which quieted the Long Island Indians; but the bargain they made to pacify the River Indians was more than they could carry out. This interesting episode took place in the summer of 1644, permanent peace not being secured until a year later, in August, 1645.

Rockaway Beach is well known to a certain class of our fellow-citizens as a place affording fine sea-bathing and a variety of entertainments suitable to tastes not painfully refined. It may be interesting to those of us whose memories go back not much beyond modern conditions to learn how early the advantages of this resort were appreciated by the dwellers in the great city and its vicinity. Thus we discover, as the result of Mr. Onderdonk's careful searchings through old newspapers, that on June 6, 1796, Mr. Jeremiah Vanderbilt was anxious to acquaint the public of the city, that at Far Rockaway he had in readiness for them "large airy rooms" for parties, or individuals, or families. He had also "erected" (this was the word then employed for this business) a new stage, which would leave his house on Mondays and Fridays at 1 p. m. for the Brooklyn Ferry. It would "stop a little at Jamaica," and would return, starting from Jacob Hicks's in Brooklyn, on Tuesdays and Saturdays at 2 p. m. The fare was fixed at 8 shillings; one hundred pounds of baggage would be counted and charged for as equal to a passenger, and three-pence would be charged apiece for letters. Early in June, 1800, Mr. Vanderbilt again hastened to inform the public that his house was now open. In addition to all the previous arrangements, whereby guests might get as far as his house from New York or Brooklyn, he had by this time another inducement, more strictly of use to them after they had ensconced themselves in his "large airy rooms." "A carriage will be ready every morning and evening to convey boarders gratis to the seashore, where a place with two apartments is provided for bathers." The extensiveness of a bathing pavilion provided "with two apartments" is enough to take our breath away. But he goes on to argue the case, which shows that the proposition he is defending was not quite self-evident as yet in his day: "The advantages of this sea-bath in point of health and cures yearly experienced are well known." From year to year as the century advanced the benefits of sea-bathing were ever better and more generally understood. Far Rockaway became a fashionable watering-place, annually visited by thousands, and amid the prevalent modern aspects of the place to-day one can discover many traces of this earlier popularity. Several houses have every appearance of dating from before the middle of the century, when men built for comfort rather than for elegance. Yet in 1833 there was laid the cornerstone of a hotel fully as pretentious as modern days have seen, called the "Marine Pavilion." Its main

building had a frontage of two hundred and thirty feet, and its wings were seventy-five and forty-five feet long respectively. The piazza was two hundred and thirty feet long and twenty feet wide. There were one hundred and sixty sleeping-rooms; its dining-room was eighty feet long, and the drawing-room fifty. It stood "upon the margin of the Atlantic." These magnificent proportions remind us of a still greater hotel which has come and gone since. In 1881 there was opened to the public, although not quite completed, the Rockaway Beach Hotel, standing quite westward of that part of the Beach which is devoted to the delectation of servant-girls and their beaux. It could well lay claim to being the largest hotel in the world. Its length was 1,188 feet; its width 250 feet. There were one hundred



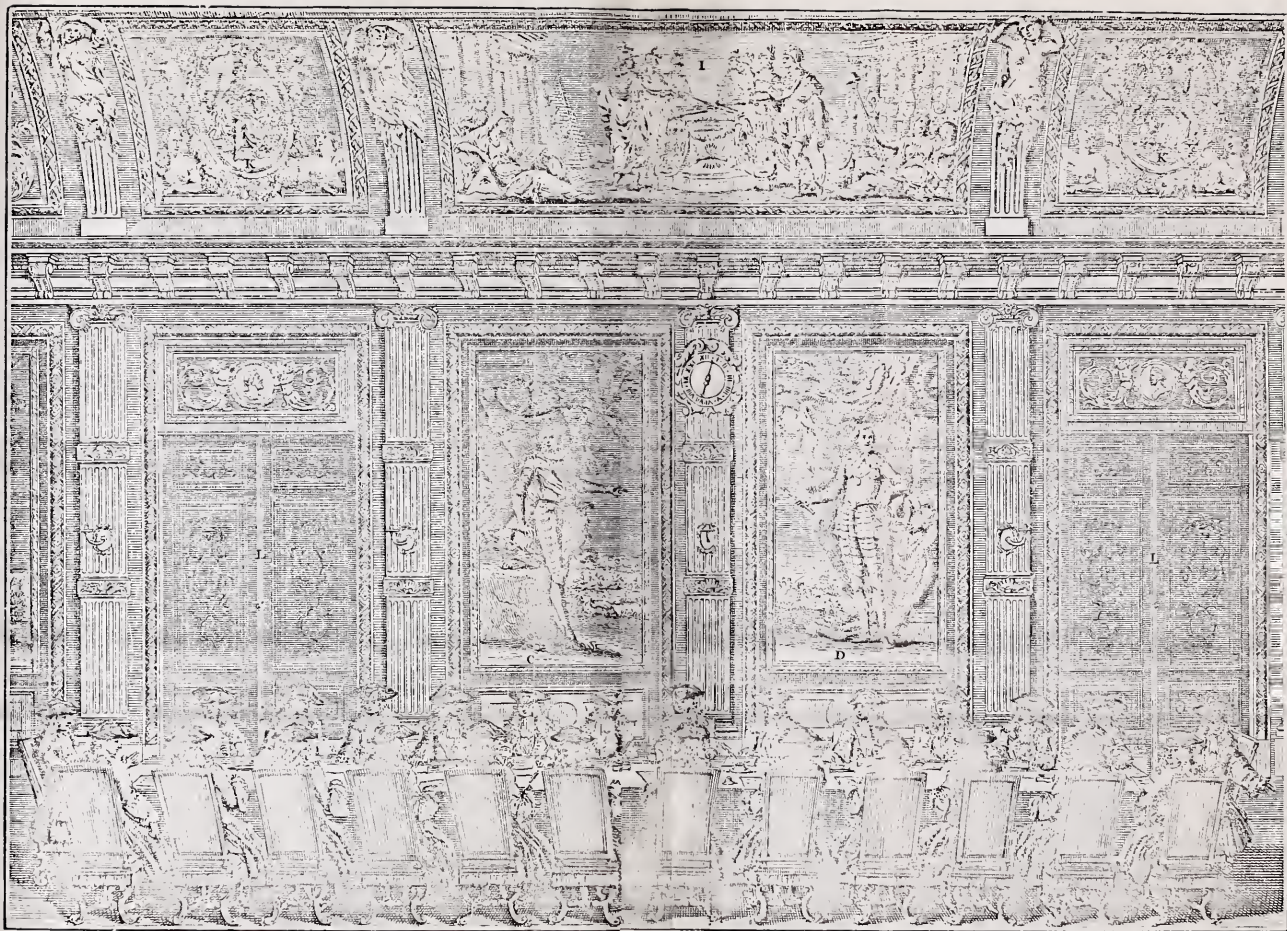
SOLITUDE BY THE SEA AT ROCKAWAY.

thousand square feet of piazza; and the rooms for guests numbered in the hundreds. This huge structure could be easily seen from the hills in Evergreens and other elevated portions of Brooklyn. But it was too big for existence: the kind of people it could be maintained by did not come to Rockaway, and even its advantages and attractions could not draw them. The Marine Pavilion was destroyed by fire in 1864; the Rockaway Beach Hotel was sold for lumber and was taken apart piecemeal, so that not a vestige of it can be seen to-day.

And now this distant resort forms part of the Greater New York municipality. By a former act of consolidation, as we have seen, Coney Island was brought under Brooklyn's jurisdiction; and its wilder portions were thereby placed under more vigilant police sur-

veillance, a circumstance very necessary and very salutary. The ensuing summer (1898) will be the first that Rockaway Beach will enjoy (or suffer, as men wish to regard it) such more regular and organized police supervision, hitherto left to County Sheriff or Town Constable. It remains to be seen whether the "wide-open" policy, the hope of which for the city proper had an influence upon majorities, and which to some extent is fulfilling its promise at Coney Island, will leave Rockaway its older liberties; keeping the sea-breezes and tumbling breakers (and some other airs and liquids) as free as heretofore. In that case it will be hard to realize that the potent girdle of municipal incorporation and government has been cast about this distant outpost by the lonely sea. Yet must it be remembered that here, too, is New York City. Away from the turmoil, sordid and vulgar, one may wander westward along the beach to quieter parts. Here is Rockaway Park, with cottages for private residence. But still further west we come upon nothing but the bare beach of sand, and low sand-hills covered with bits of green, just high enough to prevent one seeing Jamaica Bay and the country and city that occupy the sloping plains and the hills beyond. For more than three miles one may thus wander into increasing solitude, with only the sky, the sea, and the sand around him. How strange to reflect that even here one is within the charmed circle of an immense, throbbing, stirring city, resting its utmost boundary upon the heaving ocean. Byron would never have dreamed that he could stand within the precincts of a metropolis second only to his own London, and there say, as one may say after him here,

"There is a rapture on the lonely shore,
There is society, where none intrudes,
By the deep sea, and music in its roar."



ASSEMBLY HALL OF THE STATES GENERAL (STATEN GENERAAL) OF THE DUTCH REPUBLIC IN THE SEVENTEENTH CENTURY.

CHAPTER XX.

RICHMOND, OR STATEN ISLAND—OLDEN TIMES.



T was an observation frequently in the mouth of George William Curtis, that "no doubt God *could* have made a more beautiful spot than Staten Island, but He *didn't*."

We see it looming up across the waters of the glorious Bay from the Battery, a fitting background to so brilliant and gay a picture. The contour of its hills, far enough away to make but one continuous line against the sky, seems to the fancy to represent some huge Titan lying down to slumber, the feet at the Narrows, rising to a somewhat higher elevation where the knees would be, while the highest point indicates the turn of the gigantic shoulder, and suddenly descends to the recumbent head westward. Its shore harmoniously curves with that of Long Island to make the easily guarded entrance at the Narrows, contracting the watery passage but for an instant, thereafter to recede rapidly to the southwest, and open wide the country's arms to the reception of the argosies of commerce and the multitudes of emigrants seeking a better home and a better chance in the New World. And on the ocean side, too, Staten Island with her beauty serves a useful purpose in cheering and soothing the hearts of voyagers, weary with the monotony of sea and sky, and aching to look again upon the verdant mother earth. It were enough to look upon any piece of land, however ungainly. To be permitted to gaze upon a spot so fair, diversifying undulating fields with shady woodlands, and lifting up the bold fronts of forest-clad hills dotted with the habitations of men, is a boon indeed. Fortunate is it that the first impressions of America, which so many millions of men have necessarily obtained here as they sailed into our port, were of a nature to inspire and exhilarate. They will hardly realize now that as they look upon the coy landscapes and infrequent homes, they are having also their first view of the great American metropolis.

Staten Island is one of the many names, official and otherwise, clinging to various portions of the Greater New York, that recall the original discoverers and settlers. It is a name we find in widely separated quarters of the globe, telling eloquently and convincingly of the enterprise of that wonderful people, whom we have elsewhere called the Yankees of the seventeenth century and of Europe. Succeeding centuries have wiped Dutch names from many islands, rivers,

places once bearing them, and hence we find but one Staten Island now besides our own. It is at the other extremity of this Western Hemisphere, very near Cape Horn, and is about five times the size of its namesake at the North. And why this designation? It is a reminder of a Republican institution. At the opening of the seventeenth century, as we know, the Dutch Republic was already a fact, though a half-century of fighting for independence still remained. The supreme authority in that commonwealth was not a man, but a body of men; not a President, or as they called him, a Stadtholder, a Keeper of Cities; but a Congress of representatives from the seven United States or Provinces of the Netherlands. Each of these States had its own Legislature, called the Provincial States; but these Provincial Assemblies sent delegates to a central body to legislate for the nation, and this was called the States-General, or, in Dutch, the *Staeten-Generael*. Thus, with a little modification for English ears, Staten Island (D. Eyland) perpetuates the memory of their High Mightinesses the States-General of the Dutch Republic. A delectable region like this, however, had not been without human occupation before the Dutch arrived. The Karitan Indians here built their "long houses" and put up their movable villages, and they expressed their delight in it by calling it "good land," in very picturesque phrases conveying that general meaning, but variously worded, either as Monacknong, or Ehquaous, or more elaborately, Aquehonga-Manacknong.

For us Staten Island has become of special interest as exactly identical with Richmond Borough, one of the five grand divisions of the Greater New York. With this in view, it is of importance to note that once before in its history it formed one division of territory, or governmental jurisdiction with very large portions of the later municipality. This was when the West Riding of Yorkshire was established, to which Staten Island belonged together with the Kings County townships and Newtown of Queens. Nicolls's arrangement of 1665 was disentangled by Dongan in 1683, when the county system was introduced, and then appears the name which lives in the Borough today. King, Queen, Duke (the parts in New England were included in that county), and Duchess, were all remembered in the designations of the counties, and then a few subsidiary titles were tacked on, so that Albany and Ulster and Suffolk and Richmond also came upon the list. The island county was divided into three natural parts to begin with, each serving as a township, and called Northfield, Southfield, and Westfield respectively; and as the county was in the shape of a triangle, these three corners of the compass were sufficient for the purpose. When Governor Dongan himself later secured a great estate upon the island, taking a considerable slice off Northfield, that portion was called after the seat of his family in Ireland, Castletown, and is now the township of Castleton. It was not till 1860 that the

fifth of the present townships was erected. A portion was taken off Castleton at the north and off Southfield at the south, and that midway section was properly called Middletown. This, then, is the political composition of Richmond Borough; but when we think of it as Staten Island we are more apt to dwell upon its natural features, its length of thirteen miles, and width of eight miles; its bold hills toward the northeast corner, rising as high as three or four hundred feet in some parts, as if there it needed a more solid front against the encroachments of the River of the Mountains; its undulating fields and woodlands, descending from these hills toward the west and southwest; its flats and levels where receding streams have left the morass. And it is the history of civilized human occupation from the earliest settlement upon Staten Island, till development and enterprise warranted consolidation with the metropolis across the bay, whose island home was getting too small for it—that must occupy us in this chapter.

That good ship *New Netherland*, which in 1623 conveyed so many Walloon refugees from Holland to its newly acquired possession in America, dropped a few of them upon the island. But it seems that they sought a safer location on Manhattan. Thereafter Staten Island figures in certain conveyances of vast territories which made up the *Patroonships*, after the promise of these had been issued by the *West India Company* in 1629. Thus Michael *Paauw*, who already had received all of Hoboken and Jersey City down to Bergen Point, was permitted to add the island to this comfortable slice of earth. More than once in the early days of colonization here do we come upon the name of Captain David Peterson De Vries. In the journal that he wrote and which was translated and published in 1853, we find him writing under the date August 13, 1636: "I asked Wouter van Twiller to put Staten Island down in my name, intending to form a colony there, which was granted." The Director was able to do this, for *Paauw* had disposed of his claim to the *West India Company* for twenty thousand guilders (\$8,000). De Vries went at once to Holland to get colonists and thus perfect his title. In December, 1638, he was back again, and in this and the following month placed his people on the island. What was his surprise, therefore, to learn of the arrival of Cornelius Melyn in 1641, who asserted that the *West India Company* had given Staten Island to him. On closer inquiry, however, it was found that De Vries was not altogether ignored, but that a section was assigned to him as a plantation or "bouwery." De Vries was quite willing to have some one else second him in colonizing the island, for his own attempt had come to much grief. A party of Dutchmen, on their way to the Delaware River, having stopped as was customary about opposite the present Tompkinsville to take in water, and finding some hogs running around loose, took them along also for fresh pork. The theft was attributed to Indian knavery, and an ex-

pedition sent out in July, 1640, under Secretary Van Tienhoven, to punish the Indians. Director Kieft did not mean that they should be killed, but Tienhoven's men disregarded his instructions, and they put to death every red man they caught. The result was that De Vries's colony was about wiped out. When Melyn had but fairly started his enterprise, the war with the Weckquaesgecks of Westchester had begun, and Kieft's subsequent atrocities at Paulus and Corlear's Hooks had caused fire and tomahawk to sweep desolation from the Connecticut to the Raritan rivers, and over Long, Manhattan, and Staten islands, as we saw in our previous volume. Melyn lost everything, and for this reason became, with Kuyter, the accuser of Kieft before Stuyvesant, and was banished by the latter for his pains. We have told the story of the shipwreck, in which Kieft and Bogardus perished and Melyn and Kuyter were saved, even recovering their papers; also how Kuyter returned to be Schout of the newly incorporated city, but was killed. Melyn sold Staten Island back to the West India Company in 1659, and in 1665, after the surrender, he was living in New York, on Broad Street. In that brief outburst of Indian war, while Stuyvesant was away to fight the Swedes on the Delaware, in 1655, Staten Island was again a sufferer. There were then eleven plantations or bouweries there, occupied by about ninety people. Twenty-three of these were killed, all the rest carried away into captivity, and the farms and buildings given a prey to the flames. (Vol. I., p. 59.) It may be mentioned in passing that Director Kieft, besides making Staten Island the first battle-ground for Indian wars, honored it also by starting an industry upon it. This was a distillery which he put up at or near the Oude Dorp, or Old Town, in 1640. When the Indians applied the torch to this, they could hardly have realized how great a service they were doing to themselves.

With other parts of New Netherland, Staten Island passed under the English flag, but the new masters, even when permanently and finally established, could not abolish the Dutch name. The second English Governor, Francis Lovelace, became closely identified with an important transaction in regard to the island. On April 13, 1670, the territory was formally purchased from the Indians, who claimed proprietorship, and the aboriginal title thereby finally extinguished. One of the sachems had been dealt with the year before, but the view of the treasures he secured suddenly reminded several other chiefs that this or that part of the island was theirs. And so upon the deed we notice that over against the party of the one part, Governor Lovelace as representing the Duke of York, there are the parties of the other part, consisting of no less than nine sachems, whose names are in the instrument, but which may well be spared the reader. The Indians could remain until May; they also retained the privilege of cutting two kinds of wood, adapted to making baskets, which their descendants kept getting for generations and to within the memory of

people still living. The articles given in purchase were the usual ones, wampum and pans and kettles, and axes and knives. Lovelace himself took a choice part of this acquisition for the purpose of exploiting it on his own account. Where the Quarantine grounds were established later he laid out a large farm, erected a water-mill upon a convenient stream or inlet, and stocked it well with sheep and cattle. He, perhaps, meant to pay the Duke of York for it, but as one writer humorously suggests, evidently "forgot to pay"; for several years later a successor was directed to seize all of his estates in and around New York, as he was owing James no less than seven thousand pounds. This little transaction on Staten Island may have slipped his mind because of the agitating occurrence of 1673, when, as we saw, the Dutch came for their own, and Lovelace was obliged to leave the province in their hands. He pathetically informed Winthrop in a letter that these grim Dutch Commodores and their men took especial delight, after the hard fare of a prolonged ocean voyage, in "break-fasting" on the sheep and cattle of his Staten Island farm. But the Dutch rule thus suddenly and gloriously re-established did not long endure, and thus we arrive at the governorship of Edmund Andros.

Whenever we come to this period in the history of the several parts of Greater New York, we meet with our good friends the Labadist travelers. On the pages of their Journal we see the picture of life as it was in 1679,—the homes and habits of the people, their farms and gardens and woods and roads, and meals and conversation,—on Manhattan Island and in Kings County. They fortunately visited Staten Island also, and have left a diary of their experiences from day to day, which occupies eight or nine pages of the volume in which their Journal is published. Having expressed a desire to one of their friends to visit Staten Island, they were advised by him to come to his house at Gowanus on the previous evening of any day they wished to appoint, when he would ferry them over the next morning. Accordingly, on Tuesday, October 10, 1679, toward dusk, they started, and arrived at Gowanus at about 8 o'clock in the evening. Early on the morning of the 11th they embarked, and the party reached the opposite shore between 8 and 9 a. m. They record on that day their ideas of the island's dimensions, which are a little out of shape. Its length they report to be thirty-two miles (more than twice the true measure), and its width four miles (or half the actual width). They also twist the points of the compass around, making it lie east and west, instead of in a generally north and south direction. They speak of the custom the people have of letting their horses and cattle roam about at will, since the insular situation made it impossible for them to stray far away, while ear-marks or other signs identified each man's property. The game was exceedingly abundant, they say, it being no uncommon sight to see twenty-five or thirty deer in a herd. There were then about a hundred families upon the island, the English

ones being the fewest, and there being about an equal number of French and Dutch. There was as yet neither church nor settled minister, but the French (Huguenots or Walloons) and the Dutch were anxiously looking for such privileges. As we shall see later, they were infrequently served by ministers from Manhattan and Long Island.

After landing them on the island their friend went back to Gowanus, and they started on their tramp alone and without a guide. Their first aim was to get to Oude Dorp (old village), but they lost their way in the woods, bewildered by the many paths or trails. It



BUILDINGS OF THE STATES-GENERAL AT THE HAGUE.

was a very warm autumn day, and their experience was not at all pleasant. At last, at 2 p. m., they reached the place, and found they had been very near it at one time, but had wandered off again. It was not much of a find after all, however; the village consisted of only seven houses, and but three of these were occupied. Worse than all, these persons received them with scant courtesy and no hospitality whatever, as they had to pay for the things they got to eat. They, therefore, wended their way to New Dorp. Here they encountered better treatment; they met an Englishman who had married a Dutch-woman, and who, therefore, could speak Dutch. They were fain to lodge here for the night. The next day they penetrated further into

the interior, meeting mostly French people. They record learning about a kind of fish called "marsbanken" (marshy-bank), which were of the size of carp, and which had a way of fleeing up the creeks through the marshes at high tide from their enemies at sea. As the waters receded they were left upon the banks to die, and to become food for flocks of sea gulls. On this day (October 12), they came upon an Englishman living in a hut near a large creek, possibly Richmond Creek or the Fresh Kills. The hut was constructed of pieces of wood covered with brush and open in front. The man himself was sick, and declared he had been so for more than two months. His wife and child were lying on bushes by the fire, but the tourists do not tell us whether they were sick also. That night was spent with a Frenchman called Le Chandronnier (coppersmith), who informed them that he had formerly served as a soldier under the Prince of Orange, and that he had also been in Brazil, where the Dutch West India Company owned half the present empire, at one time under the governorship of John Maurice, Prince of Nassau, a kinsman of the Prince of Orange. On the 13th the friends met a Frenchman calling himself Pierre le Jardinier (gardener), who had been gardener to the Prince of Orange. This man was seventy years of age, and surrounded by a large company of children and grandchildren. His farm and dwelling were within view of the Achter Cul, or Knl, which now we know as Newark Bay. Before they reached here they had had quite a time getting across the Fresh Kills, losing their way again in the woods, and striking it at first at a place where crossing was impossible. Their mode of returning to New York affords interesting reading to us of rapid transit days. First they were taken in a boat far up into the Elizabeth River, to a spot where they would find a man with a periauger (or periagua), who took people to New York City. Here they went ashore, and sure enough, after a while the periauger man came along. There was a tavern on the river bank, and there they spent part of the night. At three o'clock in the morning the vessel started down with the tide, rounded Elizabeth Port, and so glided out into the larger stream. At four they reached Schmtters Island (now called Shooter's Island, although Schmitter in modern Dutch means a militiaman). Progress became more favorable as the morning advanced, and at 8 o'clock the travelers landed at New York. They do not specify whether it was morning or evening, but we take it for granted it was before noon, for even that was bad enough by modern measurements. And thus closes a picture of life and conditions on Staten Island in 1679, which will doubtless serve as a true account not only for that year, but for many a one before and after.

Governor Thomas Dongan, who followed Andros, and was then again followed by him, was even more intimately associated with Staten Island than Lovelace. Dongan was one of the upright and honorable of the Governors who were sent to rule New York province.

but it seems he knew how to beat the devil about a bush as well as any of them. The Governors were forbidden to receive grants for more than a certain amount of land. So when his excellency, the then incumbent, wanted a goodly slice of Staten Island, that portion of territory was gravely patented to a Mr. John Palmer at a council meeting held on March 31, 1687, presided over by the governor. Palmer was a lawyer, placed in an official position in Richmond County when it was organized, and therefore a resident of the island. Just two weeks later, on April 16, 1687, Mr. Palmer and wife blandly transferred the property thus acquired to Governor Dongan, "for a competent summe of lawful money." This land embraced nearly all of the north shore as far as and including West New Brighton, and extended far back into the interior. Indeed it must have covered about the extent of Castleton, which was thus named after Dongan's family seat in Kildare County, Ireland. Dongan appreciated the beauty of the situation. He built a handsome house here as a "hunting lodge." Those familiar with the neighborhood can identify its location, which was the middle of the block bounded by the shore road on the north, Dongan Street on the east, Bodine Street on the west, and Cedar Street on the south. This house was built in 1688, and stood until destroyed by fire some time after 1880, or nearly two hundred years, although it had been modernized in some of its external features. A gristmill was erected by the Governor on a pond along Palmer's Run, and stood till 1862 on what is now Post Avenue in West New Brighton. Dongan himself did not long enjoy a residence here. The same year that the house was built he was superseded by Andros. Then came James's abdication and the Leisler Troubles, of which more anon. In less than three years Dongan had returned to England, there to succeed finally his brother or cousin as Earl of Limerick, and where he died at a good old age in 1715. The property on Staten Island he left to nephews, as he always remained a bachelor. These and their descendants remained in America, some of them being active on the Tory side during the Revolution. The last of the Dongans to hold the property married the daughter of Benjamin Moore, of Newtown, who appears frequently in the annals of that township. Careless and somewhat addicted to drink, he was obliged to sell portions of the ancient estate till nothing of it was left in his hands. The last parcel, containing the house, was sold by him to one McVickar, who had married his wife's sister; but from him again it completely passed out of all connection with the original owners, when he sold it in 1802 to Alexander Macomb, the owner of the house on Broadway which had been Washington's official residence in New York. The year of this final exit of the Dongan patent from the Governor's descendants was 1802.

It is in relation to Governor Dongan that Staten Island obtains a place in the history of the Leisler Troubles. As is known, he was of

the Roman Catholic faith, and although it is evident that he was no adherent of the injudicious James, and in recognition of his loyalty to the Protestant succession was enabled to succeed to the title of the Earl of Limerick, yet in those exciting times when Leisler came to the front, and a Papist plot was the ghost that scared every one in the province, Dongan's religion in itself made him a suspect. It was freely circulated from mouth to mouth that the ex-Governor was at the bottom of a nefarious scheme to burn the city. Staten Island was infested with roaming Papists, who had been collecting arms for some time, which were now concealed there. Dongan had purchased a brigantine with which he intended to go back to England. It was asserted that this vessel was armed and ready for a descent upon some defenseless point. Leisler sent out orders to search the brigantine, and when the captain refused to be searched, suspicion only grew more violent. A force of men were now sent over to search Dongan's house and mill. Nothing was found in the house, but four cannon are said to have been discovered in the cellar of the mill concealed under bags of flour. Dongan would have been apprehended, but he took refuge on his brigantine. After being routed also from a place he possessed near Heupstead, he finally made his way to England. Leisler had no such trouble with Staten Island as he had with Long Island. Evidently he had a strong following here, which remained true to him even after he had fallen from his high place and was awaiting sentence of death. On April 28, 1691, the sheriff of Richmond County reported to Governor Sloughter and his council of Leisler's inveterate enemies, that there were "severall Riotts and Tumults on Staten Island, and that they are subscribing of papers." These heinous papers were none other than petitions to save from execution the two men condemned to death, Jacob Leisler and his son-in-law, Jacob Milborne. The sheriff was ordered to arrest the instigators of these riotous proceedings, and the drawers of the petition, and several men were apprehended and made to give bonds to keep the peace. But the blood of the two men satiated the vengeance of the Council, and the poor fellows on Staten Island were excused from paying their fines.

As we emerge from these troublous days we also reach the end of the seventeenth century, and find that in 1698 the population of the island had increased to 727 souls, which is considerably less than that of Kings County, whose township of Breuckelen in that same year numbered 509, and Flatbush 476. The eighteenth century does not give much to narrate for the historian in its earlier decades, but then those somewhat later fully make up for the happier deficiency of annals. There was great activity all over the island in constructing roads. As early as 1694 a meeting of freeholders ordered the laying out of sixteen different highways. In 1700 two more were provided for. It must have been between these dates that the Richmond road

was constructed along an Indian trail, and it was made of the extraordinary width of eight rods so as to give ample prospect ahead and little chance to hide behind sudden turns to the Indian prowlers, or more civilized villains. In 1758 the road-making ardor took shape in a highway connecting a point on Fresh Kills with Dongan's mill at West New Brighton, and in 1774 the New York and Perth Amboy ferries were connected by a road, which at Garretson's was joined by another to the Narrows. As Philadelphia to the south and New York to the north of the island were gaining in size and importance, travel between the two cities necessarily increased, and Staten Island afforded a convenient means of communication. Hence more than once we learn of travelers who passed from one place to the other through the island. Indeed, we are afforded another glimpse of actual conditions through the eyes of one who saw it as it was at the middle of the eighteenth century, or almost exactly seventy years after the Labadist tourists made their visit. The march of improvement had even then been rapid.



DE VRIES ARMS.

In 1748 Herr Peter Kalm, Professor of Science in the University of Sweden, made a tour of the colonies. Leaving Philadelphia on October 27, he and his party rode on horseback through Bristol, Trenton, Princeton, New Brunswick, Woodbridge, and so reached Elizabethtown, opposite Staten Island. He writes of what he saw here as follows: "The prospect of the country here is extremely pleasing, as it is not so much intercepted by woods, but offers more cultivated fields to view. Hills and valleys still continued, as usual, to change alternately. The farms were near each other. Most of the houses were wooden; however, some were built of stone. Near every farmhouse was an orchard with apple trees; the fruit was already for the greatest part gathered. Cherry trees stood along the inclosures round grain fields. The grain fields were excellently situated, and either sown with wheat or rye." Thus wherever the eye of the traveler rested in 1748 there was rural enterprise and agricultural prosperity. Of course the professor's progress was only along the northern shore; but the many coves and inlets compelled considerable detours into the interior. As yet there was a distressing slowness about ferriage. He took a "yacht" at the usual landing place near Tompkinsville, and from eight o'clock in the morning to eleven they were making the trip to New York, which he calls going "eight English miles by sea." He does not speak in very complimentary terms of the ferry from Elizabethtown. "We were brought over," he says, "in a wretched, half-rotten ferry." Besides these ferries, two others are mentioned as in

operation in 1760; one of three miles to Long Island, and one of one mile to Perth Amboy. Very likely the latter was the earliest one established, and it is said to have been run at the beginning by a member of the numerous Stelle or De Stelle family, who were Huguenot refugees from France, and settled in the neighborhood of New Brunswick, giving their name to the village of Stelton near it. The delightful situation of the island gradually induced people of wealth and taste in the colonial capital to have their country-seats there for summer recreation. This made the island an especially grateful place for the encampment of troops during the French and Indian War, for to these homes of elegance and colonial aristocracy the officers of the army had ready access, and there enjoyed the pleasures of a refined society. General Robert Monckton, who had distinguished himself in the Canadian campaign, had command of the British forces here stationed, and established his headquarters on the island; being appointed Governor of the Province shortly after by the King. An echo of the campaign was also heard here when General Amherst, after the capture of Montreal, came post haste from Albany to the camp to be invested with the "Order of the Bath." This took place in the presence of the troops on October 25, 1761. General Monckton read the letter authorizing him to put this distinction upon the hero of Montreal and the final conqueror of Canada. He then affixed the ribbon, and General Amherst was henceforth Sir Jeffrey Amherst, Knight Companion of the Bath. He had the satisfaction a little later of assisting at the ceremonies attending the inauguration of his friend General Monckton as Governor of New York. (Portrait, p. 74.)

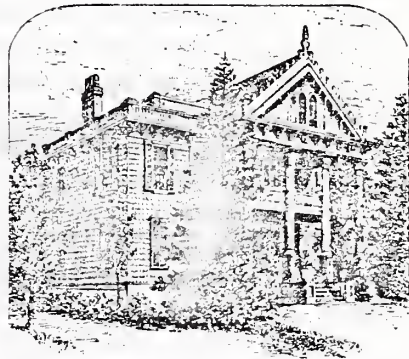
It seems proper at this stage to take up the history of some of the earlier church organizations of Staten Island, as the more prominent and historic denominations gained a firm foothold before the Revolution. It will not hurt the order of our narrative to look both backward and forward from that period to gain a useful idea of ecclesiastical development within the borough, without attempting to enter upon a detailed account of all the church enterprises that have favored the island. Walloons, refugees from Spanish persecution in the French-speaking provinces of Belgium, were the earliest settlers on Staten Island. They did not stay long. When the English rule was well established, and the Indians were no longer a terror, other French-speaking people came, of the Protestant faith. These were the Huguenots, driven from France by the bigotry of Louis XIV., who annoyed his Protestant subjects beyond endurance, even before that final extinction of their hopes and liberties—the Revocation of the Edict of Nantes in 1685. Long before that date, therefore, great numbers of these people, the cream of the French nation, had come to New York, and many of them settled on Staten Island. As we learn from the Labadists, the Dutch and French greatly desired, but had no religious organization of their own. Yet there were stated services

provided for them since 1660. In that year Rev. Samuel Drisius, one of the pastors of the Church-in-the-fort on Manhattan, came over regularly once a month and preached in French for the Huguenots and in Dutch for the others. Selyns, of Brooklyn, also gave his services to both occasionally. It is said that in 1680 the scattered people had at last erected two houses of worship at points convenient for them to gather. One of these was at Fresh Kills, in Westfield township, to which church came as pastor in 1697 the Rev. David Bonrepos, who remained till 1717, when the infirmities of age compelled him to give up his charge. The other French church in 1680 was at Stony Brook, on the road to Perth Amboy, not far from Oude Dorp. Here the preaching was not exclusively French, for Dutch ministers are found in charge of it. Among others, we read in the records of many baptisms by the Rev. Guillianne (William, or Gilliam) Bertholf, who was pastor of the churches of Aquaquanonk (Passaic) and Hackensack, in New Jersey, from 1694 to 1724, and whose descendants to the present generation are still serving in the Gospel. A new era in church life opened when, in 1717, after Domine Bonrepos ceased his labors, the Dutch and French united their forces, and abandoning both Fresh Kills and Stony Brook, built a church at the more central point of Richmond Court House. At the same time they called a minister, the Rev. Cornelius van Santvoord, who settled in 1718, and remained till 1742. Meantime a church had sprung up on the north shore, later Port Richmond, Governor Hunter giving a grant of land for a building in 1714. It was of the regulation style—hexagonal, with a roof running to a point. No connection seems to have been established with the church at Richmond, so that they were without a regular pastor, being supplied by the ministers of Long Island. But in 1750 a collegiate arrangement was effected with the church at Bergen, N. J., whereupon pastors were called, the first proving unworthy, but the second serving from 1757 clear through the Revolutionary days, until 1789, when he broke down in mind. By this time the collegiate connection had been severed, and Port Richmond started upon its independent existence. As it is still in flourishing condition, a few words giving a bare outline of its history will not be out of place. One or two short pastorates intervened from 1790 to 1802, with three years of vacancy, when in the latter year the Rev. Peter I. Van Pelt, a native of the island, was called. He served till 1835, when the Rev. James Brownlee began a pastorate lasting more than fifty years. In 1884 the present pastor, the Rev. Alfred H. Demarest, became his associate, and a few years later he left the field clear for his youthful efforts. We have only adduced this personal record because of its unique showing, and, without invidious distinction, need not on that account enter into such minute details in other cases. The enterprise at Richmond languished after 1742; but in 1808, by the efforts of Dr. Van Pelt, of the Port Church, a new building was erected there, and

both churches were served by him and Dr. Brownlee until 1854, when the Richmond organization became independent. It had a succession of pastors for some years, but is now extinct. Through the generosity of that distinguished resident of Staten Island, Governor and Vice-President Daniel D. Tompkins, who gave two lots for it, a Dutch Reformed Church was erected at Tompkinsville in 1820. Dr. Van Pelt, of the Port Church, took this also in charge, but in 1823 it became a distinct body. In 1866 the congregation built a new church on Brighton Heights, where it stands to-day a conspicuous object as one approaches the island. The old Huguenot churches have dwindled down to the Reformed Church of Huguenot, practically extinct, and the Reformed Church of Kreischerville, which has lately picked up some new energy. And thus we close the chapter of Dutch churches, except to add that the oldest and most vigorous of them all, at Port Richmond, treated herself to a more modern structure in 1845, which indeed has quite an antiquated look now, but we hope she will wisely glory in the older fashion rather than remove another old landmark in the interest of mere novelty.

The St. Andrew's Church at Richmond was the mother of all the Episcopal churches on the island. In 1704 only one-third of the population was as yet English. But the Dutch and French on Staten Island presented a delightful contrast to their brethren in the faith elsewhere. When the Rev. Eneas McKenzie came to Richmond (in

1706) as the missionary of the London Society for the Propagation of the Gospel (which meant, of course, the Church of England Gospel), his introduction of a form of religion different from their own was not in the least resented. He was at once accorded the use of the French Church, and occupied it for seven years steadily until St. Andrew's Church was erected. The Dutch were at first inclined to oppose the movement. But Mr. McKenzie, with fine tact, sent to London for a supply of Common Prayer-books in Dutch. When these arrived the people of that nation were greatly pleased with the services, and an exodus from the Dutch Reformed to the English church was initiated here as on Manhattan Island, which has filled pews and chancels and Bishop's benches with the most solid kind of Dutch names up to this day. We are not surprised, therefore, to read in a letter written in 1748, and addressed to the Synods of Holland that "on Staten Island within the last twenty years the Dutch Church has lost one-half its people." Two causes assigned were death and



GOV. DONGAN'S HUNTING LODGE.

removal; but removal must have been the main cause, and that not domiciliary, but ecclesiastical, for it is added "they mixed with the English, who have an Episcopal Church," and "the Church is in danger of extinction." Of course the latter was too gloomy a view of the situation, for the Dutch Church is by no means extinct yet; but it shows how Mr. McKenzie's policy worked. His labors were placed at a much greater advantage when he had secured a church of his own. In 1711 a building site and burial ground were donated to the church at the head of Fresh Kills by a pious couple. Two years later the Dutch nabob and councilor, Adolphus Philipse, together with Ebenezer Wilson, who was Mayor of New York from 1707 to 1710, gave a piece of ground of one hundred and fifty acres to the English society. This was sold, the proceeds enabling them to buy another piece of ground for a glebe, and in that same year (1713), upon the site of the present St. Andrew's Church at Richmond, a plain stone structure was reared. Queen Anne forthwith gave the church a charter, and also donated a quantity of prayer-books, a pulpit cover, a silver communion service, and a bell. In 1718 two hundred acres at the northeast end of the island were bequeathed to the church, which are still in its possession. The proceeds of this were to go toward the maintenance of the minister. Besides, the inhabitants of the county of whatever faith were taxed to support the Episcopal minister. We shall note now some of the most lengthy pastorates. Mr. McKenzie seems to have remained with the people of St. Andrew's till 1733. In 1747, after a few shorter incumbencies, the Rev. Richard Charlton became rector, and served until his death thirty-two years later, in 1779. His daughter Magdalen married Thomas Dongan, the eldest son of Walter, the nephew, and one of the heirs of the Governor. It was their son, John Charlton Dongan, who was the last to hold any of the original Dongan manor property. After another interval of brief services, the Rev. Richard Channing Moore became rector in 1788, who remained until 1808. He was elected Bishop of Virginia in 1814. While Dr. Moore was rector, Trinity Chapel was built on the north side in 1802, which has since developed into the Church of the Ascension. The immediate successor in the rectorate was the Rev. David Moore, son of the former incumbent, who served for forty-eight years, or from 1808 to 1856. The beautiful and costly edifice of St. John's Church, prominent to every one's view as he sails past Clifton, and presenting a pleasing picture on closer inspection, had its origin in a much humbler structure of wood erected in 1843, on a site opposite that of the present church. It was also an offshoot from the mother church of St. Andrew's. In 1869 the present elegant building was begun, and it was consecrated in 1871.

Another denomination whose history on the island reaches back to times before the Revolution, is the Presbyterian. When the people of Stony Brook united with those of Fresh Kills to build a more cen-

tral church for French and Dutch at Richmond, in 1717, a Presbyterian Church was organized and occupied the building at Stony Brook. A deed covering the transaction mentions James Rezeau and Samuel Broome as elders, showing French and English elements combined, and describes the lot as sixty-five feet by fifty-five. In the letter to the Dutch Synods of 1748, already cited, the complaint as to the depletion of the Dutch Church embraces also the removal of their people to the "Presbyterian meeting." Later developments of these early beginnings are the well-known churches at Stapleton, organized in 1856, and the Calvary Presbyterian, at West New Brighton, organized in 1872, largely from members of the Port Richmond Reformed. In this connection it may be well to remind the reader of what we briefly mentioned in our previous volume (p. 157). On Tuesday, November 3, 1740, the great Whitfield visited Staten Island, on his way to Newark and the South. Though a minister of the Established Church, he was welcomed only by those of the Presbyterian persuasion, and, accompanied by one or more of these brethren from New York, he came to this island. Standing upon a wagon in the open road, not far from the landing place, he addressed a gathering of from three to four hundred people. His journal records his satisfaction with this service, for "the Lord came among them." After the sermon he rode away on horseback toward the Elizabethport Ferry, and that same day reached Newark.

The first Methodist sermon preached on Staten Island was that by Francis Asbury, in November, 1771. The services were held at the house of one Peter Van Pelt, who must have been an ancestor of the later Dutch Reformed Domine, Peter I. Van Pelt. Asbury had then been but twelve days in the country. No society was organized, however, until May, 1787, and they soon built a plain church, rough in exterior, rudely furnished within, at Woodrow, in Westfield, on the site of the present edifice, erected in 1842. In 1822 a second Methodist Church was organized, and in 1823 a building erected at Richmond Valley, a few rods southeast of the present railway station. In 1842 the denomination had obtained sufficient strength at Tottenville to erect a church there, called the "Bethel" Church, followed by St. Paul's in 1860. In 1802 the Methodists had spread into Northfield, and built a church at New Springville, which for thirty years supplied the needs of the people of their persuasion in the towns of Northfield and Castleton. But in 1838 a society was organized and church built at Mariner's Harbor, and another at Graniteville; and so from time to time were realized the subsequent developments evincing the flourishing condition of the denomination which are familiar to later generations. We can not refrain from mentioning one remarkable circumstance connected with the history of the Methodist Episcopal Church on the island. In his declining years there came to worship in the original church at Woodrow, where now is to be found his grave, the

Rev. Henry Boehm, born June 8, 1775, died December 28, 1876. Of these hundred years of life, seventy-six were given to the active ministry of the Gospel. No wonder that he was everywhere loved and revered by the affectionate title "Father Boehm." Even earlier than the Methodists were the Moravians. The first preacher of that order who visited Staten Island was David Bruce, who came here in 1742. In 1747 there were three churches of that faith in America—at New York City, at Bethlehem, Pa., and at Egbertville, near New Dorp, on Staten Island. At that time the membership consisted of but few, Jacobus Vanderbilt and Vettje, his wife, being the most prominent, unconscious of the prominence of a totally different character which should at a later day attach to their name through the remarkable career of their descendant, Cornelius Vanderbilt, the Steamboat and



ST. ANDREW'S CHURCH, STATEN ISLAND.

Railroad King. Not till 1763 was a church erected, combining, as was the custom of these simple people, a parsonage under the same roof. The building is still standing. The present house of worship, more in accord with modern style, was built in 1845. To this church generous donations have come at various times from Commodore Vanderbilt and his son William H. At the death of the latter in 1885 he bequeathed the society the sum of \$100,000—a gift which is as likely to prove hurtful as beneficial to an organization of this kind. It will now suffice to mention in regard to the other denominations that the Baptists began their existence on Staten Island in 1785; the first society was organized in that year, the services being held for many years in the open air, in private houses, or in schoolhouses. In 1809 the first church building was erected, standing at the crossing of the old Clove Road with the Richmond turnpike, in Southfield, or the

present Middletown. It was the sole Baptist Church in the county until 1830, and a few graves still mark its site. The first Roman Catholic Church was organized on April 1, 1839, at New Brighton. A Unitarian Church was organized in 1851, at Stapleton; a Congregationalist Society formed about the same time, combining with it later, the name assumed being the "Church of the Redeemer." For some reason it seemed to be impossible for the association to retain pastors, and the church deserves notice particularly because for many years George William Curtis conducted services on Sunday by reading published sermons, much to the delight of the attendants. The struggle for existence was finally given up, and the church, erected in 1868 on the corner of Clinton Avenue and Second Street, New Brighton, was let to a Baptist congregation in 1884.

From these occasional excursions into times near our own, to which the leadings of history drew us in tracing church enterprises begun before the Revolution, we must now withdraw the thought and interest back again to days and events which marked this sadder period in our country's existence. It must be confessed that Staten Island, like other parts of the Greater New York, Kings and Queens counties, was abundantly supplied with Loyalists, making its occupation by the British an easy task both before and after the Battle of Long Island and the capture of New York. On April 11, 1775, at an assembly of the people to consider the sending of delegates from Richmond County to the Provincial Congress, soon to meet in New York, the decision was almost unanimous against the measure. Nevertheless, the patriots managed to send a few of their number to the Congress. The same Colonel Heard who marched through Queens County with seven hundred men, to overawe the Tories, was sent across from his headquarters at Woodbridge, N. J., conveniently near, therefore, to do a little work of that kind among the Loyalists on the island, although ostensibly he was under orders only to prevent the landing of Henry Clinton at his hasty preliminary visit early in 1776. Washington uttered in no equivocal way his opinion of the people there: "The treachery of those on Staten Island," he wrote, "who, after the fairest professions, have shown themselves our most inveterate enemies, have induced me to give directions that all persons of known enmity and doubtful character should be removed from those places." The question has been raised whether Washington himself honored the island by a personal visit. There seems to be no reasonable doubt of that. An item in his expense account book tells, under date, April 25, 1776, that he spent £16 10s. 0d., for himself and party, "reconnoitering the several landing places on Staten Island." He could hardly have gone from point to point doing this in a boat or barge in full view of the Asia, or other British warships constantly in the bay, upon one of which Governor Tryon was maintaining a sort of floating government office. In apprehension of a British fleet with transports from Hali-

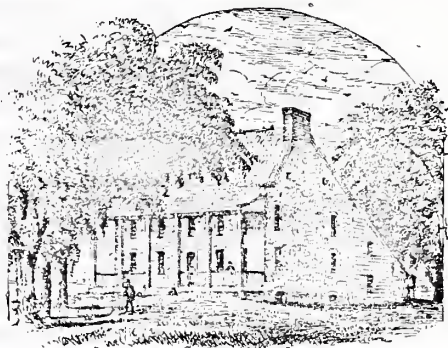
fax or England, Washington wished to have an accurate acquaintance with the places where the forces of the enemy would be most likely to land, to see if positions could not be occupied in their neighborhood to prevent the landing. He must needs have traveled on horseback, accompanied by a staff, and may have traversed more of the island than would be necessary to view the coasts.

As the spring wore away and the coming of the enemy became more imminent from day to day, Washington was compelled to thin out his all too scanty forces in and about New York by covering as much as possible of the extensive lines of defense. He did not arrive at New York personally till April 14, 1776. But General Putnam arrived early in April, and on the 12th we find General Lord Stirling, with characteristic courtesy and consideration, addressing the Committee of Safety on Staten Island, in regard to the projected occupation of it by the American troops. He informed the committee that General Putnam had ordered him to proceed to the island with a brigade of soldiers. It would be necessary for him to quarter them, he said, in the farmhouses for the present. In order to render this as little irksome as possible, he desires the committee to notify the farmers, so they might in advance select and make ready the apartments they can most conveniently set aside for the purpose. He wanted them to be assured that he would make the stay of the troops as little burdensome and annoying as possible. To this end also he hoped the committee would make ready as many empty farmhouses, barns, or other unused buildings as they could find. Finally, Lord Stirling begged that they would use their influence so as to persuade the people "to consider the soldiers as their countrymen and fellow citizens employed in the defense of the liberties of their country." Surely no general sent to occupy a region practically devoted to the enemy was ever more tender of the feelings or considerate of the comforts of the inhabitants upon whom he and his army were to be billeted. *Noblesse oblige*, and Stirling's fame receives an additional luster from this gentleness, though its main glories rest upon his actions of a few months later on the exactly opposite shore of the bay. In addition to Stirling's brigade, three companies of the rifle battalion were stationed on Staten Island as a corps of observation, whose duty it was to lie in wait for boat's crews coming on shore from the men-of-war to take water, and thus do them as much damage as possible. Sharp skirmishes occasionally occurred, and at one time the formidable frigate *Asia* was hailed by one of these rifle companies and ordered to "heave to."

On June 29, 1776, the lookout stationed at the Narrows by Washington sent information that he had sighted the approaching British fleet. On July 2—momentous day also at Philadelphia, when the Resolution declaring themselves independent was passed by Congress—one hundred and thirty vessels of various descriptions, from heavy

ships-of-line to transports and tenders, anchored in the Lower Bay off the Staten Island shore prepared to make a landing. There was nothing in the way of this. As it was impossible for Washington to muster troops enough to prevent the enemy's occupation of the island, he had withdrawn all that had been stationed there. General Howe therefore landed his troops, the hills were soon covered with white tents, and military works were constructed at salient points to guard against surprise and to secure a permanent foothold. The headquarters were established at Richmond, being centrally located. After the troops were landed, the fleet, now re-enforced by the arrival of ships from England under Admiral Lord Howe, moved up through the Narrows, and lay in a line extending from the mouth of the Kill von Kull to the ferry at the Narrows. Two men-of-war were stationed opposite Perth Amboy to guard the entrances to the Staten Island Sound and the Raritan River. Still more troops came to occupy the island about the middle of July, when Clinton and Cornwallis returned from the South with their divisions, among which were eight thousand Hessians. It is estimated that there was now a force of about twenty-four thousand troops on Staten Island.

The story of the Battle of Long Island has been told in a previous chapter. On August 22, Generals Howe, Clinton, Cornwallis, Percy, and Grant landed in Gravesend Bay, near the Cortelyou House, with fif-



THE BILLOP HOUSE.

teen thousand men, and three days later General Von (or De) Heister went over with five thousand Hessians. The troops left behind on Staten Island were only such as were disabled by sickness or needed to hold the approaches. The fateful battle on the opposite island over, General Howe retained the body of his troops about him while he made his headquarters at Newtown. Meanwhile Washington had withdrawn his army from the possibility of capture, and was waiting on Manhattan Island to see what might be the enemy's next move. Obviously he should want to take New York, but no very great hurry was manifested. Indeed, the patriots were about to be entertained with another attempt at a peaceful solution of the situation. Admiral Lord Howe, recently arriving from England, was commissioned to hold out offers of peace and pardon. We have seen how difficult it was for him to communicate with Washington, neither "Mr." nor "and so forths" expediting the business. But General Sullivan had been taken prisoner at the late battle, and he, never burdened with

over-much judgment, had been quite captivated with the possibility of ending the cruel war right there. Sullivan had gone before Congress, and urged that body to send a committee to meet Lord Howe to see whether some pacific and all around satisfactory arrangement could not be effected. It was almost as difficult to procure a meeting of such a committee with Lord Howe as to get a letter properly before Washington. Howe would not recognize Congress to be the body that it was; Congress would not be regarded as anything else. How then regard its committee? Nevertheless, three members were appointed to confer with his Lordship—Benjamin Franklin, John Adams, and Edward Rutledge. Apart from the nice technicalities involved, it was expedient that no one should be able to charge upon Congress afterward that everything had not been done that might reasonably procure a peaceful settlement. The day appointed for the meeting was September 11, four days before the capture of New York by General Howe's forces. It was indeed a momentous occasion. If peace were possible, it might now even yet be attained. If it were impossible, the battle for independence must be fought to the bitter end. No one more sincerely desired peace than Lord Howe, an avowed friend of the colonies. No men could more safely be trusted to accept peace only on terms of honor and security for the colonies than the three eminent patriots and statesmen who were sent to treat with England's commissioner.

The place where the interview was to occur was well selected. The utmost point held by the Americans nearest the British lines was Perth Amboy, where Mercer lay with his flying camp. Directly opposite on Staten Island stood, and yet stands to-day, the Billop House. It was owned and occupied by Christopher Billop. As far back as 1668 the original Christopher Billop had obtained a grant of over a thousand acres at this southwestern extremity of Staten Island as a reward for a very peculiar service. There was a dispute then, as there was long afterward (of which more anon), whether Staten Island belonged to New York or New Jersey. The Duke of York announced his decision that all islands lying in the river or harbor of New York which could be circumnavigated in twenty-four hours should be his. Billop was then in port, in command of a small ship called the Bentley. Without saying anything about it in advance, he quietly proceeded to sail around Staten Island, and succeeded in circumnavigating it within the prescribed period. The Duke was much gratified by this feat, and gave him the tract mentioned, including the site of the present village of Tottenville. He called the plantation the "Manor of Bentley," after his good ship. Later Billop settled on the property and built the house, but after showing himself in the light of a critic of authority and an accuser of Andros, he disappears from view. He had married a Miss Farmer, the sister of Thomas Farmer, who was Judge of the Court of Sessions in Richmond County in 1711. From

this marriage there issued only one child, a daughter, Eugenia Billop, who married the oldest son of Thomas Farmer—that is, her own cousin. Upon her inheriting the Billop estate he adopted also the family name, and in this way did the name come down to later times. At the Revolution there was again a Christopher Billop, a man of considerable importance, who had been a member of the Provincial Assembly, and who was now Colonel of a regiment of loyal militia. He made himself quite obnoxious to the patriots, at one time having a gunboat under his direction which went up and down the Staten Island Sound; whereupon an expedition was organized one summer during the war to capture him, which succeeded perfectly.

The historical pilgrim of the present day may yet look upon the quaint old structure which was the home of the Billops. Leaving the station at Tottenville, a walk or ride of but a few minutes will bring him to the rear of the “old stone house,” which is the term he had better apply to it if he wishes to be guided to it by any stray citizen or hackman. Rough, irregular stones, evidently picked up from the surrounding fields, and solidly set in mortar, constitute the walls, which are very thick. In front it rises to a height of two stories, a piazza reaching to the top of the second tier of windows, with roof supported by square wooden pillars. Its dimensions are about forty by forty, and toward the rear the roof slopes rapidly down to within eight or ten feet of the ground. It faces the water, standing directly opposite Perth Amboy, and obliquely across from the opening of the Raritan River. The lawn, not well kept now, slopes down gently toward the bank, with four enormous old willows adding charm to the historic surroundings. One great old willow is also found in the rear, and other noble old trees on the north side.

It is said that the conference between the committee of Congress and Lord Howe took place in the room on the ground floor at the northwest corner. As the soldiers had used the place as a barracks, it was not in the best condition, but everything was made shipshape in this apartment, furniture being sent over from the fleet by the Admiral. When Franklin, Adams, and Rutledge arrived at Amboy, they found Lord Howe's barge awaiting them, in charge of a British officer of high rank, who was to remain as a hostage within the American lines while they crossed over to Staten Island. They refused to allow him to remain in such capacity, thus paying a graceful compliment to Lord Howe to begin with. At the landing at the foot of the lawn the Admiral himself received them, and conducted them ceremoniously through the line of guards to the house. The conference, as is known, came to nothing. Lord Howe could make no promise of redress of grievances except on condition that the colonies should return to their allegiance. This, of course, was out of the question without distinct guaranties that the things which had made that allegiance intolerable should be remedied or removed. Four

days later New York was taken, and thus began for Staten Island, as for the other portions of the Greater New York, that occupation by the enemy which was not to end till the evacuation of 1783.

During this occupation the patriots were frequently annoyed by raids made into New Jersey by the loyalist soldiers stationed on Staten Island. Most of these men had fled from the opposite shore, and were thus perfectly acquainted with the country. They were commanded on these expeditions by Col. Edward Vaughn Dongan, a descendant of the Governor. In August, 1777, General Sullivan determined to make a bold raid into Staten Island to punish these men for the atrocities so often committed. Under cover of night Colonel Ogden, with two regiments, moved from Elizabethport to a point opposite the mouth of Fresh Kills. It took all night to trans-

port the troops across, but at day-break on August 22 they landed, to the great surprise of the enemy. In a few minutes the troops stationed there, under Colonel Lawrence, were put to rout, the Colonel and eighty minor officers and men being made prisoners. Advancing toward Rossville, between which and Tottenville were stationed some troops under Colonels Dongan and Allen, these, too, were driven from their positions and forced to fall back to Prince's Bay, where they took a position behind intrenchments too strong to assail. Ogden now went back to Rossville, awaiting a junction with Sullivan as previously planned; but the other division failing to come at the



CONFERENCE AT THE BILLOP HOUSE.

time expected, he deemed it wise to transport his troops and prisoners back to the other side of the Sound. In the meantime Sullivan had not met with such good fortune as Ogden. He found the enemy prepared for him. Smallwood, with his Marylanders, was to be guided to the rear of the forces assigned to them, but treachery or stupidity brought him directly in their front. Thus delay was occasioned which prevented the junction with Ogden, and deprived the remaining troops of the boats which had served their comrades in crossing back to safety. The whole of the enemy's troops stationed on the island were now upon the invaders, and Sullivan had to sacrifice nearly his entire rear guard. In this engagement, although terminating disastrously, the Marylanders again covered themselves with glory as on Long Island. Though deceived by their guides, and compelled to make a direct attack in front, they drove back their opponents, and took their

stand of colors. In the last moments, when Sullivan's position had grown desperate, the retreat was covered by about eighty of Smallwood's regiment, commanded by Majors Stewart and Tillard. They stood their ground till all but themselves had been ferried across to Elizabethport. More than once the enemy's overwhelmingly larger numbers were driven back before their assaults. Slowly they retired, till at last they were within twenty rods of the bank. At last the British brought up their artillery, and the boatmen refused to return to bring over these devoted heroes. Observing this, and powder and shot being nearly exhausted, they at last surrendered, even then several escaping by swimming, and only about forty being made prisoners.

We would naturally expect that during the winter of 1779-1780, when the bay was frozen over, there would be considerable military activity again on Staten Island. Its watery boundaries surrounding it as a moat does a castle, were now of no avail, and at any unguarded point the patriots might make an assault at will. The British in New York were very apprehensive of an attack on the city, but none was made. The expectation with regard to Staten Island, however, was not disappointed. Lord Stirling, with twenty-five hundred men, crossed the ice on sleighs at Elizabethport on the night of January 14, 1780. A little east of Port Richmond the men were divided into two parties, one going on to New Brighton, and the other proceeding up Mill Lane, now Columbia Street, in West New Brighton, intending to surprise a body of new recruits stationed near a mill at the head of the pond. But Tory adherents had given warning of their approach, and as the British were intrenched behind strong defenses, it was not thought advisable to waste time in an assault. After spending all of the 15th and its following night upon the island, in snow waist deep in most places, the patriots retired in good order before the enemy, who had been re-enforced from New York. A party of horse charged the rear guard, but they were gallantly repulsed. No greater loss occurred than was inevitable under the circumstances, many men being disabled by the fearful cold; and although sleighs were provided and all those that could not walk were put into these, Stirling feared that a few might have been missed. There was quite a hot action at the old octagonal church at Port Richmond; so fierce was the conflict here that, as one who engaged in it afterward told one of the pastors of the church, the perspiration streamed from the men in spite of the excessive cold, while the church was riddled with bullets and not a whole pane of glass remained. The most successful part of the expedition was that conducted by Lieutenant-Colonel Marinus Willett, the hero of the Broad and Beaver Street episode in 1774. Immediately after the whole column had crossed over to the island, a party under his command was sent to surprise the troops at Decker's ferry, near the mouth of Fresh Kills. The corps there were

warned and escaped, but the ferryhouse, which had been used as a garrison place, and some eight or nine small vessels were destroyed; while a goodly quantity of blankets and other useful military stores were captured.

It will not be profitable to recount the many raids, murders, robberies, and other outrages which marked a state of war on the island, so abundant because the opposite shores of the narrow Kill or Sound marked the frontiers of hostile countries. In regard to these unhappy occurrences, it was a matter of give and take on both sides, the blame for cruelty or rapacity being applicable with great equality to either side. We are glad, therefore, to hasten on with our narrative to that fortunate day when war was all over, and the last of the enemy was seen upon our shores. On November 25, 1783, the British evacuated New York, the troops remaining there being taken to the ships in the harbor. On December 5, Admiral Digby sailed away with the fleet. Standing upon their loftiest hills the people of Staten Island gazed far out upon the ocean after the receding ships, some rejoicing in the establishment of peace and independence secured, some grieving for the departure of relatives and friends, who had favored the King and were now banished from the country.

CHAPTER XXI.

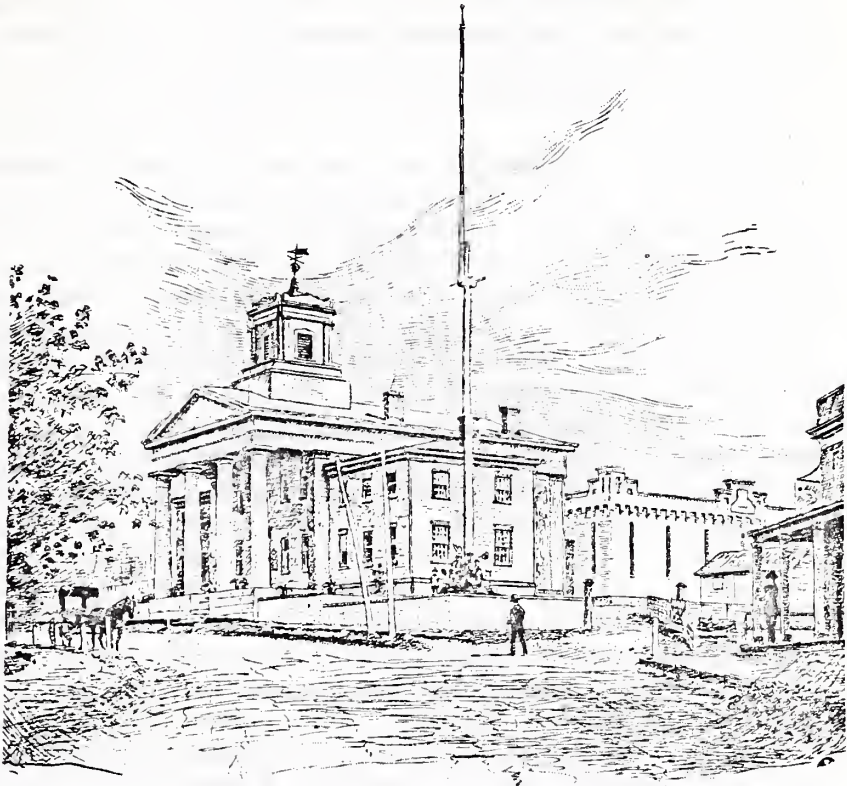
RICHMOND, OR STATEN ISLAND—PRESENT CENTURY.



IN order to be incorporated into one municipality with the other Boroughs of the Greater New York, it was essential that Staten Island should be a part of New York State. As one looks at a map of the enlarged city, and beholds compact centers of population like Hoboken, Jersey City, Bayonne, making one continuous line of habitation and business along the other shore of the Hudson and almost touching Staten Island; as one looks a little further afield and sees Hackensack, Paterson, Newark, Elizabeth, crowding closely up against the others, and realizes that these, too, are made by the traffic of the metropolis—one can not but regret, if the consolidation was intended to do justice to the real greatness of New York as a commercial capital, that these dependencies in a neighboring State could not have been included; so that by the mere enumeration of all this population it might be announced to the world that here was a metropolis in the Western Hemisphere still more nearly equal to the metropolis of the Eastern Hemisphere and of the world. But the invisible line of State division bars the others out. That line embraced Staten Island within the jurisdiction of New York, and hence consolidation could cast the municipal mantle over the beautiful isle across the Bay. Yet it was not until well into this nineteenth century that it was finally settled that New York could claim the island.

No sooner had the Duke of York secured the Province of New Netherland than Lord William Berkeley and Sir George Carteret asked and obtained a patent for all that part of it west of the Hudson River. This division of his newly conquered territory disgusted Governor Nicolls very much. It did not increase the enjoyment of James himself, especially when it became a question whether Staten Island lay west of the Hudson River or not. The Dutch looked upon the Narrows as the mouth of that river; in which case Staten Island necessarily lay on its western bank. It was, however, contended that the Staten Island Sound was only another mouth or outlet of the Hudson. The Duke himself was perplexed, and we have observed how he sought to extricate himself from the dilemma, and how Captain Billop, in 1668, practically demonstrated that a twenty-four hours' sail would be sufficient to circumnavigate the island, and thus

made it James's own. Still minds remained unsettled on both sides. The Jersey proprietors at times claimed it, at times did not. The Duke's party was in the same vacillating condition. Philip Carteret, Sir George's brother, took out a patent for land on the island from Nicolls, of New York. Dongan, when he had purchased his manor at West New Brighton from Palmer, deemed it best to fortify his title to it by getting a patent for the same property also from the owners of East Jersey. The dispute as to jurisdiction was bequeathed as a legacy from the colonial period to the times of independence.



RICHMOND COUNTY COURT HOUSE.

What the Provinces had contended for, that still the States strenuously contested against each other. It added to the friction of the days of the Confederation, when State stood over against State flourishing sovereign rights and threatening utter dissolution and extinction for the Republic. But even the compact of the Federal Constitution, which made the States one family, inseparable, with a common sovereignty over all into which much of each one's individual sovereignty had been absorbed—even this did not stop the quarrel about Staten Island between New Jersey and New York. It doubtless seemed to the smaller State that her big sister could afford to lop off

this island so convenient to her own shores. The nineteenth century opened, and still the debate hung. Now, in 1807, commissioners were appointed to consider the question; it only gave an opportunity for angry discussion without an issue. Twenty years later a second commission, composed of men from both States, met, and met only to part without results. But now the end was near. Six years after the second conference, in 1833, the dispute was settled by mutual concessions. New York conceded to New Jersey exclusive jurisdiction over the waters on the west side of the island, whereas the claim to the island had hitherto carried with it, as in the case of Manhattan, a claim to jurisdiction as far as low-water mark on the opposite shores of Jersey. New York obtained the same privileges over most of the Lower Bay, as far as Sandy Hook; and Staten Island was acknowledged to be indisputably hers.

At the first census taken by the young Republic, in 1790, Staten Island showed a population of 3,838 souls. In 1800 this had not increased by quite a thousand, the figure then being 4,564. Eight years before, the stimulus of a new life of independence and federal organism having stirred up even its once all too loyal inhabitants, Richmond County resolved to build a Court House. A tax of nearly eight hundred dollars was distributed among the freeholders, which sum was to defray the expense of erection, and in October, 1794, it was ready for occupancy. It was later made into a dwelling, with a piazza very much like that of the Billop House, and its site is opposite the hotel calling itself Richmond County Hall. But as population and wealth increased greater things were attempted, and in 1828 the county officers occupied a new building that compares favorably with any other of the kind in rural districts.

It is somewhat singular that in all this county, with its many settlements, duly named and tenacious of their titles, which are often picturesque, or otherwise interesting from historical associations, there should have been no efforts made to secure incorporation as villages until very late in the century; and that even then only two or three were serious enough about it to go on with the measure to its completion. In 1823 the Legislature passed an act which granted the privileges of incorporation to Richmond, the county-seat. Some persons must have made application for it; but the people cared nothing for it, for the organization failed to take place, and has never since been effected. A similar account must be given of Tottenville, that village by the river and the sea opposite Perth Amboy. It is a village only in name, not officially. As late as 1869 the Legislature at Albany was asked to give it regular incorporation, and the act became law on April 28 of that year. It did not meet with a response at home because of some objections to the charter. Therefore an amended charter was passed April 14, 1871; and alas! the record says: "This charter also became inoperative through the failure of the people to ap-

prove its conditions." You may have the privilege to elect a board of village trustees, and constables, and all the rest; but if these are not elected, or, if elected, do not qualify or organize, you are still minus a village. Another abortive experiment at village-making was that in the case of Edgewater. This is, indeed, a very pretty name, and the corporation was meant to include a good deal of territory, well-occupied at that. Clifton, Stapleton, Tompkinsville, were all to contribute of their territory and population, to make a place of considerable importance, as large as many a Western "city." The act of incorporation passed in 1866; nine wards constituted the village; but a defect in the charter made a new one necessary in 1867. Each ward elected its trustee, and Mr. Theodore Frean was chosen President of the Board. But when the new state of things was well under way, a desire for former conditions began to spring up. As a result, the number of amended charters shows a curious array of figures, as we note them by the years: 1870, 1872, 1873, 1874, 1875, 1877, and 1884. The charter of 1875 cut down the *nine* wards at one fell swoop to *two*. But 1884 came to the rescue, and restored the number to five. As we look upon the map of the Greater New York to-day, we find the name Edgewater applied to a mere neighborhood, a little back and southwesterly from Stapleton. But if one look very closely there will be found a fainter lettering which seems still to embrace the three places above mentioned. It would be curious to know how many persons in every ten have heard of Edgewater, as compared with those who know of Tompkinsville, Stapleton, and Clifton. In the same year that Edgewater was first be-chartered, or 1866, the two other incorporated villages started on their career. New Brighton's charter bears date April 26, 1866; its four wards were to embrace a territory two and a half miles long and one mile wide. The measure was carried into effect, the first election being held on May 22, and Augustus Prentice was chosen its first President. The village limits only took in half of Castleton township at the beginning. This proving burdensome to the rest of it, the village and township were made coterminous in 1872. Two days before the act which began village life in the regular way for New Brighton, a similar measure passed for Port Richmond. But for some unaccountable reason the blunder crept in of appointing trustees by the enacting bill, instead of leaving their election to the people. So it did not go into effect until remedied in 1867. Then an election was held, the Board of Trustees organized, the officers qualified, and Port Richmond was a village indeed. The first President was Captain Nicholas Van Pelt, and it is remarkable that he was elected year after year for fourteen years, until his death in 1881.

From these events in the municipal history of the county and island, we turn now to those of a more general character, which will take us back again to earlier decades in the century. The war of 1812, which



George Wm Curtis

saw so much precautionary activity in other parts of the Greater New York, left Staten Island comparatively unmoved. Only at Prince's Bay was anything done in the way of throwing up defenses, whence destruction was to be hurled at any English fleet that might appear in the Lower Bay. A blockhouse was erected on the hill, whose stones afterward served the useful purpose of fitting out the more pacific structure of the lighthouse. The French war scare of 1798 had secured for New York from Alexander Hamilton an elaborate plan of fortifications at the Narrows. Nothing was done about these then. When this later war was on hand, a feeble attempt to carry out these plans was made on the site of the present splendid fortresses, a mere earthwork being thrown up. But war's rumors remained only such for New York and its harbor, and the threat gone, no attention was paid to what here might be accomplished till several years subsequently.

At this time Staten Island was honored as being the place of residence of a man prominent in the State and in the Union, who had borne high offices in both. When thirty-two years old, in 1807, Daniel D. Tompkins was elected Governor of the State, running against Morgan Lewis, who had served since 1804. He served through more than three terms, and was upon his fourth when, in 1816, he was elected Vice-President on the same ticket with James Monroe. His second term as Governor was signalized, in 1812, by his proroguing the Legislature, a thing never done before or since. At the close of his second term as Vice-President Mr. Tompkins retired to private life, and took up his home permanently on his farm or country-seat on Staten Island. Its location suggests itself sufficiently by the familiar name of Tompkinsville. Here he dispensed an elegant hospitality to friends, and often entertained men of distinction at home and abroad. At his house Lafayette stayed overnight in 1824, when New York was preparing its surprise for him. Governor Tompkins died in June, 1825, when only fifty-one years old. (Portrait, p. 183.)

Ten years after Fulton sailed up the Hudson with the *Clermont*, the boon of a steam ferryboat finally supplanted the "periaugers," or "yachts," that were wont to furnish their passengers a delightful sail of three or four hours from the "watering place" at or near Tompkinsville to the foot of Whitehall Street, New York. On November 29, 1817, commenced running the *Nautilus*, "intended to ply regularly," and, of course, for a consideration; but that heyday she carried passengers without charge so that they might taste the joy of a rapid passage of perhaps one hour. Her hours of starting from the Whitehall Dock were fixed at 7 and 10 in the morning, and 1 and 5 in the afternoon. It took another ten years to put two boats on the route. But inevitably any reference to the ferriage system between Staten Island and New York calls to mind a youthful enterprise grappling the problem of transportation in the old way, resulting in a

career always connected with methods of transportation, but carrying them to the highest perfection of facility and rapidity, and building up a colossal fortune which has become the wonder of the world. The name of Staten Island can never be divorced from the fame of the Vanderbilts. Cornelius Vanderbilt was born near Stapleton, May 27, 1794. He was descended from that John Aertsen van der Bilt, or van den Bilt (or Bylt), who settled at Flatbush, Long Island, in 1650. Just north of the city of Utrecht there is a place called Den Bilt. As so many other people in Kings County came from the province of that name (whence Flatlands was called Amersfoort, and whence also New Utrecht, still in vogue), perhaps Jan Aertsen came from that neighborhood, and he was therefore distinguishable from other Aertsens as coming from Den Bilt (or Bylt, or Bildt,—for the Dutch stood not upon the order of their spelling in those early days). Jacob van der Bilt (or Van der Bilt, or Van Derbilt, or Van Der Bilt, *ad libitum*), a grandson of the original settler, bought from his father, in 1718, a farm on Staten Island, to which he took his young wife Eleanor. Cornelius Van Derbilt (for so he chose to write it) was the great-grandson of this grandson of Jan Aertsen, of Flatbush. When he was sixteen his mother wished to cure him of the seagoing fever by offering him one hundred dollars with which to buy a boat, if he would achieve a certain piece of work about the farm within a given time. It is needless to say that even then what the youthful Vanderbilt undertook he accomplished. The hundred dollars became his, and also the boat, with which he entered upon the ferry business, carrying passengers to New York City for eighteen cents a piece, a price selected, doubtless, because it represented about a shilling and a half. The boy was father to the man. He made money rapidly by close attention to business; at the end of one year he not only gave the hundred dollars back to his mother, but added a thousand to it for safe-keeping. The war of 1812 had now come about, and it gave the youthful ferryman additional opportunities for enterprise and earnings. In 1817 Fulton died, but the monopoly which had been bestowed properly enough upon him and Livingston was still very much alive. A steamboat line was established between New Brunswick and New York, which necessarily had to run through New York waters, and therefore came into conflict with the monopoly. The owner of this line went on doing business and fighting the monopoly at the same time, and he made Vanderbilt, in 1817, Captain of one of his steamers, the *Mouse of the Mountain*. Thus began the Commodore's connection with steam navigation, where-with, and all its marvelous successes and accumulations of millions, Staten Island history hath nothing specially to do. But when that fortune had reached into the tens of millions, astounding the whole civilized world, the career of another Vanderbilt commenced, who was also closely identified at first with Staten Island. It is a familiar story

how that the Commodore's eldest son, William H. Vanderbilt, was not at first favored with the respect of his father. He was permitted to begin life as a bank clerk at a salary of \$150 per annum. When he had attained a salary of \$1,000 his health broke down, and his father had to do something for him and his family. So he bought him a farm on Staten Island, at New Dorp, located between the old Moravian Church and the Bay. It was not a favorable condition that confronted Mr. Vanderbilt in that year of grace, 1842, but he soon made the best of it. He took that farm when it was small, barren, neglected, and when he left it about twenty years later it had grown to a fertile and productive farm of three hundred and fifty acres, which had yielded him the comfortable sum of \$1,000 a month for some years. In 1863 William H. Vanderbilt left Staten Island to begin his career as a Railroad King, and to increase his father's fabulous fortune to the incredible magnitude of two hundred millions of dollars, dying in 1885 undoubtedly the richest man in the world.

The man whom Governor Tompkins defeated in the race for Governor in 1807, was the one who had distanced a still more famous personality in that race in 1804. Or if we look for an association of ideas elsewhere, and reflect how ex-Vice-President of the United States Tompkins died on Staten Island in 1825, we shall come upon the same personality if we state that in 1836 Staten Island was again the scene of the passing away of an ex-Vice-President of the United States. It was the checkered career

of Aaron Burr that here came to its end in obscurity and penury. We need not repeat his sad story on this page. He came here to die. We have told of his marriage to Madame Jumel, of the famous Morris or Jumel mansion on Manhattan Island. This was in 1833, when he was seventy-seven years of age. He had acted as her lawyer, and when after marriage she insisted on the control of her property, the two determined wills clashed, and they separated without a divorce. After the first stroke of paralysis which prostrated Burr, he was taken to her house by her request, and he remained till he had recovered from its effects. Then he went out into the world again to resume his lonely ways. After a second stroke he was cared for at a boarding house in the city kept by Mrs. Joshua Webb; but as he did not mend he was removed to Staten Island in the summer of 1836. Here he lay for a few weeks at a small hotel, the



VANDERBILT HOMESTEAD,
STATEN ISLAND.

St. James, at Port Richmond, still standing. He was visited in his last days by Domine Van Pelt, of the Reformed Church there, who has left some record of his condition and conversation. On September 14, 1836, at the high age of eighty years, this remarkable figure passed away from the scene of his varied and not always commendable performances.

Just one year before that most disastrous panic of 1837, an era of prosperity and advancement seemed suddenly to dawn upon the island. More buildings were then in course of erection than at any time since the Revolution. The population was going on toward the ten thousand mark. In every part of the island signs of improvement were noticeable. Even old Richmond village awoke out of its sleep. A new street was opened and seven new houses built on it. Dyeing was already going on at a lively rate at Factoryville (now West New Brighton). Along the east and north shores the localities were alive with life and bustle. But unhappily the panic of 1837 was already upon the country, and prosperity received a rude check here as elsewhere. When, however, it occurred to some of the more enterprising citizens that it would be well to make a bold effort to escape these depressing effects, and develop business on the island by facilitating financial transactions, and put forth energy into new undertakings, they were surprised to find that progress was not wanted by a large number of their fellow islanders. The proposition was made to establish a bank, to organize a whaling company, and to increase the capital and operations of the steam ferry company. The public were notified that acts to incorporate these establishments would be asked for from the Legislature. And the public took notice with a vengeance. A meeting was called at the Shakespeare Inn, at Factoryville, on January 11, 1838, to protest against the granting of monopolies. The scheme of the bank was denounced, a resolution declaring that the meeting viewed "the application for a bank at the present time as a most flagrant and daring insult to the good of the people"; which can not be wondered at considering the experience with banks the country had just been having. The formation of the business concerns was opposed on the ground that advantage was taken of the charter to make large profits and to cover losses at the expense of the general community and of the laborers employed. In short, it was anti-monopoly sentiment in its early development, but of very vigorous growth even then. The meeting lamented that such things as had been experienced from monopolies could be in such a land as ours, it being to them "a bitter reflection that such cruelty and injustice is sanctioned by the laws of our beloved country, from which there is no earthly appeal."

Yet there is now, and has been for many years, before the eyes of the people of Staten Island a very conspicuous and convincing evidence of what can be done for the good of men by wealth accumu-

lated by the industry and husbandry of individual men and corporate bodies. This is that striking monument of human benevolence inseparably connected with the name and fame of Staten Island, the Sailors' Snug Harbor. By a curious coincidence the history of this beneficent institution brings it into association with a name borne in loving memory for the benevolence and compassion of its bearer in the trying and bloody days of the Revolution. When all was cruelty and death in the prisons in New York and on the horrible prison-ships at the Wallabout, Andrew Elliot went about alleviating the miseries and checking the barbarities as much as he could. He was Lieutenant-Governor of the Province under the military system organized by the enemy during their occupation of New York. His property was exempted by the grateful patriots from confiscation when that of all other Britons or Tories was canceled by the State. Elliot owned a farm or seat near Stuyvesant's old Bowery, called "Minto," after the Scottish Earl of Minto, a relative of his. Upon that farm came to stand in later days the great retail store of Stewart, at Broadway, Fourth Avenue, Ninth and Tenth streets, but it included many more blocks in that vicinity. This property was bought in 1790 for five thousand pounds (\$12,500, or \$25,000, according to the value of the pound then), by Captain Robert Richard Randall, who commanded the ships he owned, being a merchant, as his father before him. A member from early in life of the Marine Society of New York, an association organized to afford relief to indigent masters of vessels or to their widows and orphans, his connection with this charity led him to devise one of a wider scope, embracing a class of seafaring men that were usually in greater need of assistance after their days of work were over. Hence at his death in 1801, he left practically all his property, real and personal, for the founding and maintenance of an institution which should shelter and maintain in comfort, aged, disabled, or worn-out sailors, men who had sailed "before the mast," the jack-tars of the merchant-marine or navy. He himself gave it a title; "Sailors' Snug Harbor." The Board of Trustees was to be composed of the Chancellor of the State of New York, the Mayor and Recorder of the City of New York, the President of the Chamber of Commerce, the President and Vice-President of the Marine Society, the Senior Minister of the Episcopal Church (or Rector of Trinity), the Senior Minister of the Presbyterian Church (or Pastor of the First Presbyterian Church, now on Twelfth Street and Fifth Avenue). In 1806 the institution was incorporated by act of the Legislature. But the path of this excellent charity was blocked in several ways. It was Captain Randall's desire to have the Harbor located on the property bequeathed. As the will stipulated that the proceeds of the property should not be used for the purpose intended until it was of sufficient amount to "support fifty of the said sailors and upwards," some years necessarily elapsed before the condition was realized. By that time

it was seen that the rural surroundings of the city above Eighth Street would not long survive, and it would not do to plant the retreat in the heart of a busy city. The Legislature was, therefore, applied to for permission to change the location. In February, 1817, the amendment, however, not being granted till eleven years later, or in April, 1828. Even then the Trustees were not through with the generous crop of heirs that is apt to spring up in such cases, who wished much more to make themselves snug than a lot of sailors they did not know at all, and cared for still less. This pleasant episode was not finally closed till 1830, when the heirs found to their sorrow that it was time and money wasted to try to break a will drawn by such a man as Alexander Hamilton, aided as he was by Daniel D. Tompkins. Both had died in the meantime, but it was largely through the latter that the attention of the Trustees had been directed to Staten Island. Things moved rapidly now. The present site was selected, the cornerstone of the original building was laid on October 21, 1831, and on August 1, 1833, Sailors' Snug Harbor was formally opened with appropriate dedicatory services. At the present time every one is familiar with the magnificent proportions which the institution has attained. The property in the city is of incalculable value, yielding an income of three hundred thousand dollars per annum, which it is difficult to know how to spend. The grounds measure nearly two hundred acres, upon which nearly forty buildings now stand. Lately a magnificent white marble edifice has been erected, in the style of the ancient basilica, resembling St. Peter's at Rome, which is devoted to the uses of a library and an entertainment or lecture hall. Since the opening in 1833, when about thirty old sailors were received, the number who have enjoyed retirement here has reached nearly four thousand. They must be men who have sailed at least five years under the United States flag. A strict interpretation is thought to be required of the term "before the mast," so that the numerous class of men who spend their lives aboard steamers and have labored hard and long in engine and stoking rooms, have to be excluded from the benefits of the Harbor. Little could Captain Randall have anticipated this later and startling development of marine navigation, and there can be no doubt if he lived now, or could have foreseen this then, he would have desired the provision of his will to be interpreted so as to include them. Perhaps a little less of classic architecture and costly marble edifices would be better, and those same princely expenditures applied so as to extend the circle of beneficiaries in this manner. It is not likely the steamship business will grow smaller. It may eventually do away with "sailors before the mast" and with sailing ships altogether. If the Legislature could change the location that was in the donor's mind, made necessary because circumstances arose which he could not foresee in city life, perhaps an application to extend the benefits to another class of mariners would also result

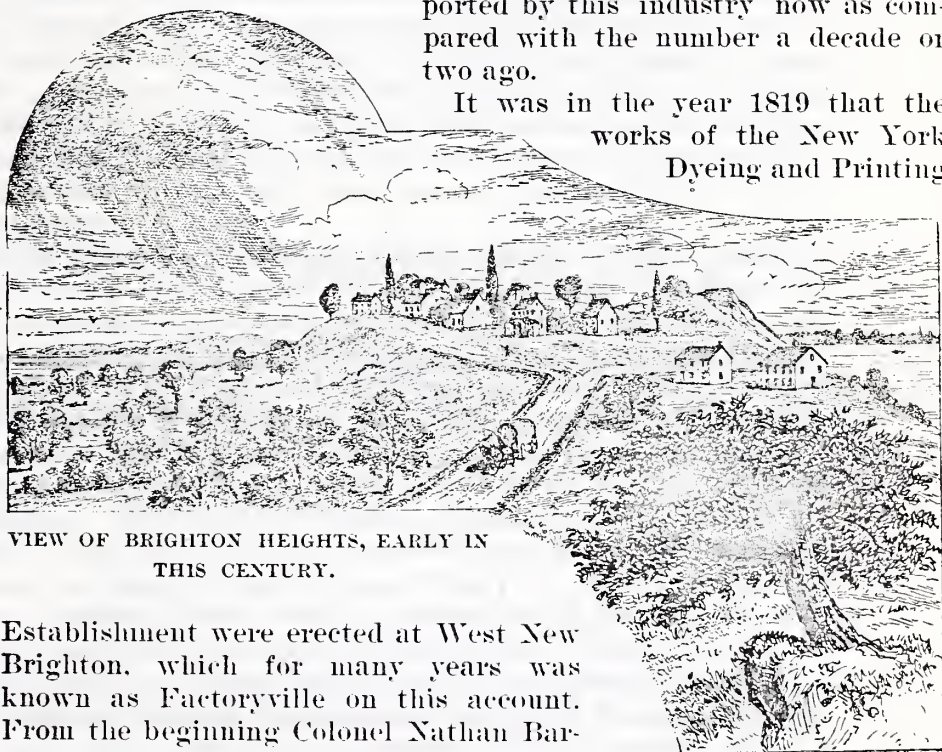
favorably, inasmuch as the donor could have foreseen the altered circumstances in his own profession even less.

The conformation of bay and shores at the Narrows was nature's invitation or suggestion that here must be placed works of defense and offense in times of war. On the Long Island shore bristles Fort Hamilton; in the channel once frowned with formidable aspect Fort Lafayette; on Staten Island nature had done still more for the military engineer. The channel ran deep and close to the bank; and the shore rose not only to a convenient bluff, as at Fort Hamilton, but to a hill nearly a hundred and fifty feet high. One hundred acres have accordingly been here reserved by the Government to erect fortifications. At the water's edge was begun in 1847 what was then called Fort Richmond, but is now known as Fort Wadsworth. It is an inclosed granite fortress, with three tiers of platforms for guns, peering grimly through their holes. Earthworks flank it on either side, after the more approved and effective modern style of defenses. A hundred and forty feet above high-water mark towers another granite wall, pierced by those ominous openings whence would flash death and destruction at an intruding foe. This is Fort Tompkins, named after the Governor and Vice-President, its construction dating from 1848. But modern developments in the art of warfare and in the destructiveness and force of missiles have made other constructions necessary, Battery Hudson, to the south of Fort Tompkins, being one of these. The technical designation of the whole reservation, including all these variously named works, is that given also to one of them in honor of a hero of the Civil War—"Fort Wadsworth."

In 1850 the population of the island was 15,061—that of a small city. But it was distributed over a good deal of territory, or rather it had coagulated about certain points or centers. These were to be found, of course, near the shores that faced the great city. Industry had here found many a convenient situation and profitable working-ground. From "time immemorial" (as such time counts on this side of the Atlantic) Staten Island has been associated in thousands of minds with the homely but useful art of dyeing. The "Old Staten Island Dyeing Establishment" has had its title displayed to American eyes in every part of the Union. Yet that is neither the only nor the oldest industry that has given life and prosperity to the people. The oldest of all is that of the exploitation of the oyster beds. These were found in great abundance in the shallow water of the Lower Bay along the southwest coast line of Staten Island, and also in the Sound, or Arthur Kill. In 1671 the oysters found here were described as a foot long. Professor Kalma, in 1748, mentioning oysters as large as a plate, and it is not known there were butter-plates in those days. Repeatedly laws had to be enacted to save the oyster beds from excessive depletions, but it was of no avail. The natural beds finally gave out as the result of indiscriminate raids upon them, and then it was neces-

sary to begin oyster planting, which was done at Prince's Bay as early as 1826 or 1827. At once the villages depending upon this industry received a new impulse, increasing in population and exhibiting many evidences of prosperity. An extent of coast line from five to ten miles long was planted with oysters, introduced mainly from Virginia. In 1853 at least three thousand people were engaged in the oyster-planting industry. In 1880 the beds of native oysters yielded fifty thousand bushels at Prince's Bay, fifty-five thousand at Tottenville, and twenty-five thousand at Chelsea, on Arthur Kill, or the Sound. But in later years the business has fallen off, so that only about a quarter of the people on the island are supported by this industry now as compared with the number a decade or two ago.

It was in the year 1819 that the works of the New York Dyeing and Printing



VIEW OF BRIGHTON HEIGHTS, EARLY IN THIS CENTURY.

Establishment were erected at West New Brighton, which for many years was known as Factoryville on this account. From the beginning Colonel Nathan Barrett had been connected with this concern, but in 1850 he established a separate dyeing business of his own, associating with him three nephews, and giving the firm the name of Barrett, Nephews & Co., which it bears to this day. Barrett erected a plant on eight acres of ground about one mile south of Port Richmond. The business increased as the years advanced, and later the old establishment on Broadway, in West New Brighton, was absorbed by it, so that now the more recent firm name is found to be displayed there. In 1842 the White Lead Works at Port Richmond began their operations, occupying now two acres and a half of ground, and producing three thousand tons of pure white lead annually. Some years later another section of Staten Island was favored by the establish-

ment of a large and important manufacturing enterprise. The firm of B. Kreischer & Sons, manufacturers of clay gas retorts, firebrick, and such articles, had begun operations in New York City in 1845. As their property there increased in value they began to enlarge the plant which they had located on Staten Island, two miles north of Tottenville, near the Arthur Kill. Finally they removed their whole enterprise to the island, in 1876, and as a result a village has grown up around it, named Kreischerville, after the founder of the business. It is not necessary to go into further details regarding this phase of Staten Island history. Suffice it to say that many points of vantage have been taken up by the busy hand of industry, no doubt to the general advantage of the whole island, drawing population there and increasing wealth. But as we notice the enormous structure of the Plaster Mills, obstructing the view of the Richmond Terrace cottages and villas, and other manufacturing establishments of the kind creeping in where men were only content to dwell and enjoy the beautiful prospects at first, we fear that some of the choicest locations for residence or summer retreat will be left vacant, or relegated to the occupancy of the cheaper tenants.

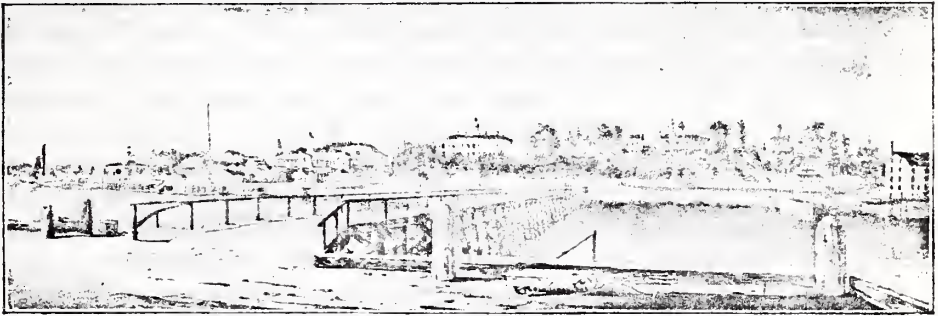
It is for this reason that George William Curtis's saying, wherewith we opened our account of Staten Island, would receive even from him serious qualification. Business had not planted itself in such aggressive shape, with unsightly buildings and bad smells invading the landscape and river view, and tainting the health-giving breezes, when he first made Staten Island his home. This was in December, 1855, when he married one of Staten Island's lovely and accomplished maidens, Miss Anna Shaw, the daughter of Francis G. Shaw, of West New Brighton. Born in New England, he came to live in New York while still a boy, but when once he was domiciled on the island he could never be induced to move away from it, except for a summer change to Ashfield, Mass. Here he resided when he entered upon that disastrous connection with the publishers of *Putnam's Magazine* (Dix, Edwards & Co.), whose failure in 1857 compelled him, from a sense of honor, to devote long years to excessive literary labor in order to pay off the indebtedness dollar for dollar, instead of by a percentage on the dollar. Here he lived when he became the editor of *Harper's Magazine* in 1863, and here, after long years of excellent literary production, and of useful public services in anti-slavery times, as well as in the fight for Civil-service Reform, he died on August 31, 1892, dearly beloved, not only by his immediate family circle, but by every one who had in any way come in contact with him on the island whose praises were ever in his mouth. The "Potiphar Papers" and "Prue and I" were written before he came to Staten Island; but we can imagine him seated in his "Easy Chair" there, and running off upon the paper before him those delightful disquisitions upon men, manners, letters, politics, morals, and what not, for which the reading public were breathlessly waiting from month to month.

We have already briefly alluded in our former volume (p. 362) to the summary method in which the people of Staten Island undertook to settle the Quarantine question when the presence of that station had become intolerable in their eyes. It was more than a suspicion or supposition that the infectious cases at Quarantine brought disease and death to the inhabitants in its vicinity. The grounds were located a little north of Tompkinsville, and one authority identifies the precise spot by informing later generations that the Brighton Heights Reformed Church, built in 1864, "is diagonally opposite the north-west corner of the old Quarantine grounds." In earlier days the quarantine regulations, primitive enough as they were, had relegated dangerous diseases to the isolation of Governor's or Bedlow's islands. In 1799 Commissioners were appointed by the Legislature to secure a place on Staten Island, which then had a population of only about four thousand, and the land was bought from St. Andrew's Church, of Richmond. It was an airy, healthful situation for hospitals, but it did not from the first meet with the approval of the residents. Their apprehensions were not without foundation. In 1848 there were nearly a hundred and fifty cases of sickness outside the Quarantine grounds, induced by the presence of infectious disease within their limits. Employees at the Station were exceedingly reckless about going from infected wards to their homes, or carrying garments to their families which should have been burned. There were also unhappy conflicts between the officers at the Station and the health authorities of the county. Several petitions and complaints were addressed to the Legislature at Albany, and encouraging responses made thereto. A committee appointed to investigate in 1849 "unhesitatingly recommended the immediate removal of the Quarantine." In April an act was passed to that effect, directing its removal to Sandy Hook. But here New Jersey came in to object, and the men intrusted with carrying out the provisions of the act failed to do so. In 1856 there was a visitation of yellow fever, also notable in the history of New Utrecht, brought about by the presence of infected ships in the Bay. The people of the island again went before the lawmakers at Albany, and in March, 1857, another act was passed ordering the removal of Quarantine. It is to be remembered that there were now nearly twenty-five thousand people living on Staten Island, and it would seem as if no one could be so inhuman as to interfere with the injunctions of the State Legislature, intended to save so large a population from exposure to deadly diseases. But opposition came from the Commissioners of Emigration, the Board of Underwriters of New York, and the shipping interests there, and these combined influences were sufficient to again render nugatory the efforts of the powers at Albany. The people were now desperate, even the local Board of Health taking the responsibility of inciting the riotous proceedings which seemed necessary. At a meeting held on September 1, 1858, it passed

this resolution: "*Resolved*, That this Board recommend the citizens of this town and county to protect themselves by abating this abominable nuisance without delay." There was no delay. On that same night and the following one, September 1 and 2, 1858, the people did what the Legislature had frequently ordered. They removed the Quarantine. A great crowd assembled and proceeded to the grounds. Thirty men qualified for that work, and possibly under the directions of the local Health Board, entered the hospital buildings and removed the patients to places of safety. Then the torch was applied, and not a structure remained standing within the inclosure. It was charged afterward that some excesses had been committed: it may be so, it could hardly be otherwise among a thousand men assembled to do a desperate deed bordering on the riotous. But not a life was sacrificed, and no one received any serious injury. One or two persons were apprehended and tried for arson; but it was impossible to secure a conviction under such circumstances. Necessity was greater than law: nay, it looked much as if law itself was back of the proceedings. The county, however, was compelled to pay a sum equal to the value of the property destroyed. This was fixed at \$121,598.39. In 1870 the bonds still remaining amounted to \$10,725, which were then ordered to be surrendered and canceled. It was the end of Quarantine on Staten Island, except that still at Clifton is found the boarding station, whence physicians go forth to inspect incoming vessels. But no sick persons are landed. These, as is known, are placed on the two islands in the Lower Bay.

In the Civil War Staten Island became prominent as a rendezvous for the troops to be seasoned to camp life before going on to the front. Its own residents were enthusiastic in the support of the Government. The call for troops met with a hearty response in 1861, and even in November, 1862, when drafting had become necessary, Richmond County prevented the draft within her own limits by sending eight more volunteers than the quota of men assigned; the quota being 788 and the men enlisting numbering 796. Early in January, 1863, the Supervisors of the county authorized a loan of twenty thousand dollars for bounties. The town of Southfield did not take advantage of this fund, but paid bounties for its own quota by voluntary contributions. As was said, into the island the troops kept pouring as a rendezvous. More than a dozen camps were established at various places, yet ranging mostly along the north, east, and south shores. Camp Washington being located on the old Quarantine grounds. Yet in spite of these favorable reports to be given of affairs, there was here an imitation of the scenes that disgraced New York City in the summer of 1863. There were draft riots on Staten Island, as there were on Manhattan. Nay, Long Island had a slight taste of them. Jamaica was the headquarters of the drafting for the Senatorial District to which Richmond County belonged, and on July 14, 1863, while rioting

was at its height in New York, the rabble at Jamaica also took a hand in similar proceedings. About dusk a mob collected; they were exhorted to obey the laws, but without effect. They repaired tumultuously to the building where the Government property was kept, and taking out boxes of clothing or uniforms, they heaped them up in the middle of the street and set them on fire. Next the mob rushed to the Provost-Marshall's office to destroy the drafting paraphernalia, but the wheel and papers had been removed during the afternoon. On Staten Island the rioting was more serious, and followed more closely the fine model set up across the Bay. At Vanderbilt landing the mob set fire to a carhouse at the railroad station, on the night of Tuesday, July 14. On the next afternoon they invaded the negro quarters on McKeon Street, in Stapleton, where the houses were mostly small one-story affairs. Doors and windows were knocked to pieces, the contents looted and piled into the street, and the house of one prominent colored man was burned down. The frightened darkies had fled to the



QUARANTINE HOSPITALS—DESTROYED 1858.

woods, and this no doubt saved bloodshed; some defenseless people of their number, however, were found, and beaten in a cowardly manner. The counsels of responsible men finally prevailed with the mob, and quiet was restored, with only some sporadic outbreaks for a few days afterward.

We must now hasten on to the latest phases in the annals of Staten Island, preparing it for the final destiny of the consolidation. An important element in the preparation for that destiny was the facility of communication with the great city. This had gradually been advancing as the years went on. Many persons not too old will remember the two sets of ferry or steamboat communication with the island. At the foot of Whitehall Street one took a ferryboat much like those on the North or East rivers. These would make three landings on the east shore, at Tompkinsville, at Stapleton, and at Vanderbilt. From some pier on West Street one would take what appeared more like an excursion boat, and go from place to place on the north shore, all

along the banks of the Kill von Kull. These lines of travel were established about the same time, or in the year 1860. Everything was now coming in a rush. On June 2 of that year the Staten Island Railroad was opened, running from the third, or Vanderbilt, landing on the east shore to Tottenville, a distance of thirteen miles. In 1864 a horse-car railroad was put in operation from the Narrows around to the north shore, but by 1887 it had not yet completed its line as far as Port Richmond. These imperfect attempts at meeting the problems of rapid transit on the island and to New York were left to work as well as they could for over twenty years. Then some one conceived a simpler and more effective plan, that, now it is in working order, one wonders had not been hit upon earlier. It was proposed to run boats to one point on the island only—that nearest to New York, the northeastern extremity. Thence railroad trains were to diverge along the north shore to its utmost point, and along the east shore till they struck the old railway line, and thus down toward Tottenville as before. The association formed to effect this called itself the Staten Island Rapid Transit Company, and the system went into operation on February 23, 1886. The results have been obvious, and are known to all. Since have been added the electric or trolley-cars, superseding the horsecars, and these now run from South Beach, past the Narrows to the steamboat landing at the point called St. George, and for the same fare by transfer the passengers can go out again with another car clear to the Elizabethport ferry. Staten Island was now ready to draw residents or excursionists over in large numbers. At St. George a tremendous pavilion was put up by an amusement company, and for some successive summers the Kiralfys regaled great multitudes with their spectacular representations of the "Fall of Babylon," and other striking and sensational events. South Beach was established for the delectation of citizens whose range of amusements did not include those of too refined a nature, keeping pace with the North Beach at the other extremity of Greater New York; or West Coney Island, whose elephant and Ferris wheel and observation tower were plainly visible here. Prohibition Park sought a refuge amid the pleasing landscapes of the interior, where Reform and Philosophy and Religion invite their devotees to listen to discourses by eminent men in these lines of pursuit. Fronting the Bay and prominent to the view as tired men came out from the hot city with the boat, splendid hotels invited them to their cool and elegant corridors. No wonder that population grew apace. In 1880 it had risen to 38,991; in 1890, it reached 51,693, and now the lowest estimate ventures to put the figure at sixty-five thousand. Surely such a locality, such a community, thus equipped, thus prosperous, thus advancing, ment to the view as tired men came out from the hot city with the Greater New York was overwhelmingly in its favor: 5,531 were for it, only 1,505 against. All the way from the forts, through Clifton,

Stapleton, Tompkinsville, and then around the Heights and Fort George through New Brighton, West New Brighton, Port Richmond, and beyond, Staten Island has already the characteristics of one continuous city. Not only are residence and business blocks contiguous along the outer thoroughfare, but back from it, far into the interior, streets run beset with closely built habitations. Thus is the island going on rapidly toward the destiny that has now been brought home to it by legislative enactment: to become the outpost on Bay and Sea of that future compact municipality which shall outnumber London, and take its place as the metropolis of the world.

CHAPTER XXII.

THE BRONX.



IN a treatment of the history of New York City up to the time of the consolidation, it was inevitable that we should mention some of the places located within the Borough of the Bronx. The original city on Manhattan Island, given that great space to occupy in 1653, always counting it an "out-ward" after 1686, had at last so nearly fulfilled the dream of 1807 sixty-six years later that it was fain to stretch its hands out over the territory across the Spuyten Duyvil Creek and the Harlem River. Thus Morrisania and Mott Haven and Fordham and Kingsbridge and the rest became part of the corporation. Again, just before the greater consolidation took place, when this section of it as well as others had given their votes for or against it in November, 1894, the localities which had voted were already and immediately annexed on June 1, 1895, although one of them, the Town of Westchester, had cast one more vote against than for it. These matters have already been stated in our previous volume. When the measure had gone fully into effect, and the date for the beginning of the new municipality had been fixed, the regions here added to the great city were included under one of the five boroughs, and to it given the name of The Bronx, after the beautiful river that passes through the heart of it.

The Bronx is a borough carved out of the County of Westchester, as Queens was severed from the county of its name. A view of Westchester in its earliest days, therefore, especially since its inception occurred in this very portion of it, becomes appropriate. At first we meet with that same circumstance that we encounter in regard to the other counties near New York City. In 1665 it had been made a part of Yorkshire, and its immediate connection was with the West Riding, embracing also Richmond and Kings counties, and Newtown of Queens. In 1683 this arrangement was dissolved at Dongan's coming, and among the ten or twelve counties of New York appears for the first time that of Westchester. It was also duly divided into townships, of which those first annexed to New York were Morrisania and Kingsbridge, including the many villages or settlements therein, while the later annexations removed from the jurisdiction of the county the towns of West Chester and East Chester, with West Farms and the rest, the village of Pelham just coming within the line also.

In that famous progress of Henry Hudson up the river named after him we learn that on September 13, 1609, he anchored in midstream after going up eleven and a half miles from a point about opposite the Battery. It has been judged that this must have brought him off the bold hill rising abruptly from the depression at Spuyten Duyvil Creek. This, therefore, is a date of importance in the history of Westchester County and of the Bronx Borough, as then first was the eye of civilized man laid upon a prominent and easily identified point within its borders. The Indians were then in the land. It is a question whether the Manahatans were not up there, if not on the Jersey side of the river, instead of on the island named after them. It is said that the earliest Manhattaneses proper belonged to the tribe of the



VIEW FROM HILLS AT SPUYTEN DUYVIL.

Reckgawawancks, and that they had a castle at Spuyten Duyvil, and a village at Yonkers, called Nappeckamak. But another tribe, domiciled somewhere in Westchester, comes to the foreground in the earliest and troublous days of the colony of New Netherland. It will be remembered that the Indian and boy who came suddenly upon the three negroes at the Collect Pond, in 1626, were Weckquaesgecks.

When fifteen years later, 1641, the boy, then grown to manhood, had avenged his uncle, it was this tribe, living in Westchester, who were required to give him up, and whose refusal brought on the war. In the wild woods of Westchester Ensign Van Dyck and his host of eighty men lost their way. But the scare had the same effect as a battle; peace was made and the murderer's delivery promised, but never accomplished. Again, the same Weckquaesgecks figure prominently in the general war that broke out after Kieft's atrocious assault in February, 1643. And at the last we notice two of their sachems, Mongoekonone and Papenaharron, with chiefs of the Crotons and Wappingers, at Fort Amsterdam in the spring of 1644, entering into terms of peace, not very well kept, however, and needing reaffirmation the next year.

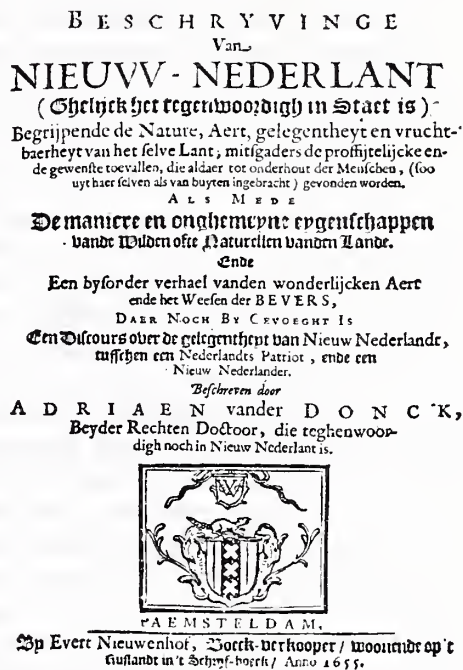
Just before these disastrous wars, as we have noted before (Vol. I, pp. 34, 35), these parts had been occupied and cultivated by settlers. Among these the first to be mentioned in the present chapter, of course, is Jonas Bronck. He was one of those many "foreign" Dutchmen who were made thoroughly Dutch whatever country they came from—France, Belgium, Silesia, Sweden—by reason of the cordial reception afforded to strangers, and the opportunities for enterprise and fortune in the struggling but triumphing Republic. Jonas Bronck, or Bronx, was either a native of Sweden, or else his forbears had settled in Amsterdam before him. But in Amsterdam he was about the year 1639 or 1640, and with some means at his disposal, too. In this city he was married, and his wife's name leaves no doubt as to her being Dutch. It was Antonia Slagboom; the former becoming in daily use as a pet name Teuntje (not Feuntje, as some have it). As a man of means and push, he, too, followed the stream of those who wished to see what they could do with a little money in the new world. In 1640, as we saw before, a chance was given to smaller undertakings than those involved in the Patroonships. Accepting one of the smaller grants on the conditions laid down by the West India Company, he sailed in a ship of the company, taking with him his wife and family, a sufficient number of farmhands, five at least, with their families, servants for the house and the dairy, and cattle. The first requisite, as always, was the extinguishment of the Indian title to the property he expected to occupy. The "claim," as we would call it to-day, lay between the great Kill—*i.e.*, the Harlem River—and the Ahquahung, that is, in more prosaic and less euphonious form, the Bronx River. The Indian chiefs claiming their shadowy and shifting ownership here were Ranachqua and Taekamuk, and from them he purchased five hundred acres, reaching clear across country from river to river. The next step was to build a house. It was of "stone," we are told; but stone, or *steen*, in Dutch, is always ambiguous. One can not tell whether it means stone or brick, unless accompanied by the qualifying words *gebakken* (baked), or *rots* (rock), or *berg* (mountain). It is very likely Bronck had added a sufficient quantity of bricks to the other contents of the vessels which he had loaded up with so many other belongings. The first house in the Borough of The Bronx can not be indifferent to us. We can bring it before the mind as neat and comfortable, the walls of brick covered with a roof of red tiles; and the site of it may be viewed daily by thousands of the Bronx's residents as they go over and back between home and business on the "L" roads. It stood near the junction of the Harlem and East rivers, and about where to-day may be seen the depot of the Port Chester branch of the Harlem and Hartford Railroad, at Morisania. Besides the house there were a barn, a tobacco-house, and "barracks," says Riker, which may have been either for hay or slaves. So here was a plantation well under way in 1641. Mr. Bronck would

not have evinced any very complete absorption of Dutch manners, if he had not given some fancy name to his country place. Councilor La Montagne had his "Vredendael" (Vale of Peace) on the west side of the Harlem; Kuyter his "Zegendael" (Bliss Vale) on the east side, just above Bronck. The name he selected was a Scriptural one, "Emmäus." The original Emmäus was but a Sabbath-day's journey from Jerusalem; poor Bronck was not very far distant from the heavenly Jerusalem, as we shall see. He certainly was of a pious frame of mind, as is evinced by an inventory of his goods left in the hands of his widow. This showed that he brought over to the wilderness some of the elegancies as well as the necessities of life. There were pictures, a silver-mounted gun, silver cups, spoons, tankards, bowls, fine bedding and clothing, the latter including satin, cloth, grosgrain suits, and gloves. Besides all this there were forty books, a large library in those days on a plantation. The list counted among them Calvin's "Institutes"; Luther's "Psalter," perhaps in Swedish; Luther's "Complete Catechism"; the "Praise of Christ"; the "Four Ends of Death"; and a volume entitled "Fifty Pictures of Death." It is almost pathetic to observe this prevalence of meditations on death: a very realistic and startling picture of it was destined soon to be witnessed at Emmäus, in which Bronck was to be one of the chief figures.

Another settler of importance in the Bronx region was Joachim Petersen Knyter, whom we have met more than once in this history. His plantation almost adjoined that of Jonas Bronck, running north along the Harlem, and, as we saw, he named it "Zegendael," or Bliss Vale. The Bronx again received many settlers as the result of Kieft's tolerant policy toward the persecuted New England sects. As we have already told, Mrs. Anne Hutchinson found a refuge here, in that extreme corner of the borough where the Hutchinson River recalls her presence, and on what is now known as Pelham Neck. In Bryant and Gay's "History of the United States" we find her characterized as "a woman of superior intelligence, bright, witty, good at a fencing match of tongues . . . never so happy as when descanting on her own views." A large accession to the population of the Bronx was made, as we saw, in 1642, when John Throgmorton came from New England with thirty-five co-religionists, all, as was Mrs. Hutchinson, addicted to the heresy which made Roger Williams so obnoxious to the Puritans. Kieft, or the West India Company, was as cordial toward him as toward Doughty and Lady Moody in other parts of the Greater New York. Throgg's Neck, abbreviated from the rather difficult full name, reminds us of this worthy man, and gives us a hint as to the neighborhood in which he settled. One almost regrets recording the locating of these worthy people in this wilderness, prepared to enjoy at last peace and quiet after years of harrowing controversy, just beginning to taste the sweets of complete freedom to

worship God and interpret His Word as they pleased, and at the same time diligent in their endeavors to make the wilderness blossom as the rose. For no sooner were they settled than they were exterminated. In 1643 the savages swooped down in resistless numbers and hot with the lust of revenge upon all these plantations. Bronck was murdered. Mrs. Hutchinson was massacred and all her household, except a little girl about eight years old, her daughter. The final treaty that was at last effective in ending these Indian wars, made on August 25, 1645, contained as one of the terms that this child be returned and a ransom be paid for her. Throgmorton and many of his friends also fell before the tomahawk of the red warrior. Knyter was not killed at this time, but we have shown that he was murdered by an Indian after his return from Holland to assume the office of Schout, to which the States General had appointed him.

The year after the wars closed, a large grant of land situate in the Bronx was made to a notable individual. In our previous volume (p. 34) we stated that in 1646 Adriaen van der Donck came from Rensselaerswyck to New Amsterdam, and for services rendered received a Patroonship. These services were in connection with the treaty of peace with the Indians. Van der Donck was a highly educated man, a sort of nobleman, Jonker (pronounced Yonker) or Knight, born at Breda, the city made famous by Prince Maurice's exploit in capturing it from the Spaniards in 1590. He was a lawyer, decorated with the title of Doctor of Both Laws (civil and canon), a graduate of the University of Leyden. At Rensselaerswyck he had come into conflict with Arendt van Curler, the Patroon's agent there. Later, in New Amsterdam, he antagonized Stuyvesant, as we saw, who had him arrested at one time, searching his house and seizing his papers. Then he, with Jan Evertsen Bout, the founder of Breuckelen, and Jacob van Conwenhoven, went to Holland, to complain of the arbitrary acts of the Director at headquarters. Van der Donck had saved enough of his notes to be able to draw up not only a report for



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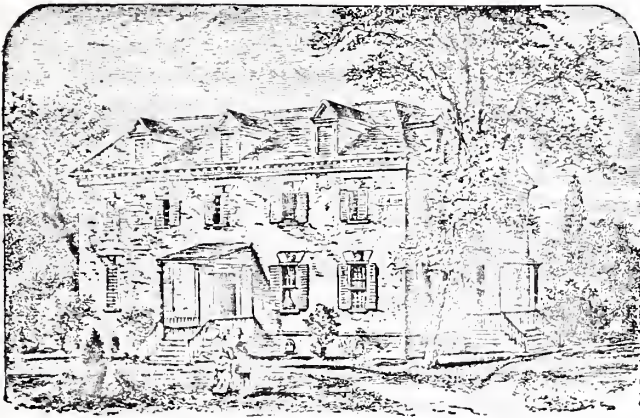
A. VAN DER DONCK'S BOOK.

the States General, but also a book of goodly size, which was provided with a map (see p. 26, this vol.), with a picture of New Amsterdam at the bottom of it. The title-page, which we reproduce in somewhat reduced facsimile, is almost a chapter in itself, and reads as follows in English: "Description of New Netherland (as it is to-day), comprising the nature, character, situation, and fertility of the said country; together with the advantageous and desirable circumstances (both of their own production as brought by external causes) for the support of the people which prevail there; as also the manners and peculiar qualities of the Wild Men or Natives of the Land. And a separate account of the wonderful character and habits of the Beavers; to which is added a Conversation on the condition of New Netherland between a Netherland patriot and a New Netherlander, described by Adriaen van der Donck, Doctor in Both Laws, who at present is still in New Netherland. At Amsterdam, at Evert Nieuwenhof, Book-seller, residing on the Russia [a street, or square] at the [sign of the] Writing-book. Anno 1655." Nothing more need be said, except to explain that the picture represents the seal of New Amsterdam, the beaver on the top of the shield differentiating it mainly from the arms of Amsterdam in Holland, which has the peculiarity of the three crosses. The denizens of The Bronx must also be interested in the picture of the animals (see p. 37, this vol.) which van der Donck represented as roaming around New Netherland. It must have been upon his own plantation, running from Spuyten Duyvil to the city line and beyond, that he had most opportunity to study these remarkable creatures. It is a pity the family of the Unicorns could not have been preserved, or at least one couple of it, for the Zoölogical Garden soon to be established within one of the parks in The Bronx, so that, as the New York Alderman said of the gondolas from Venice to be placed on the lake in Central Park, there might also be a provision for the future. It would also have been a curiosity to have seen one of the Elks who was given to devouring horse flesh. Van der Donck's plantation was known as "Colen-Donck," supposed to have been derived from Kolonie, or Colony-Donck; but we are more familiar with the term that has been derived from Jonker's Land, all of which below the city of Yonkers lay within the borough now under discussion. Later it received the name of Philipseborough, coming in a roundabout way through several hands to Frederick Filipse, the well-known Councilor, and the richest man in the colony in his day. We have noted in another chapter that van der Donck married a daughter of the Rev. Francis Doughty of Newtown first and Flushing afterward. Through her the property passed to her brother, Elias Doughty, of Flushing, and by him a parcel was sold to Filipse. In the course of time the whole of van der Donck's plantation, and much more, became the property of this

Patroon, so that his manor reached clear up to the Croton River. Filipse was but a plain carpenter to begin with; he was industrious, and for his labors for the West India Company quietly took lands in pay. In 1662 he married Margaret De Vries, the widow of a trader. He left her in possession of ships upon which she sailed herself as supercargo, and this was the Margaret of whom the Labadist travelers speak so often, and in whose ship they came to New York in 1679. Together the thrifty couple managed to accumulate a fortune put down at eighty thousand florins in 1674, when the next richest man was estimated to be worth thirty thousand less. After Margaret's death Filipse married Catharine van Cortlandt, and here comes upon the scene another name representing extensive lands and large influence within the territory of the later Bronx. As is well known, the Philipse (as it came to be spelled in English) Manor House is still in existence, furnishing the municipal headquarters for the city of Yonkers. And the van Cortlandt mansion is now a part of the Van Cortlandt Park in the Bronx, and utilized as a Colonial Museum.

There remains one more name to be accounted for, although the territory designated by it has already come within our view among the original settlements. On Pelham Neck, and reaching beyond the limits of the city as at present constituted, was Anne Hutchinson's ill-fated plantation situated. In the year 1654 Thomas Pell bought from the Indian proprietors a tract of land including the townships of Westchester, Pelham, and New Rochelle, and in 1666 Governor Nicolls confirmed him in the possession by a patent. In another picturesque portion of the borough, at Fordham, settled a company of Huguenots, refugees from persecution in France, and in 1696 they organized a church and called the Rev. Mr. Montaigne as their own pastor, having before this worshiped in New York. All through the colonial period these various manors or plantations remained the choice and favorite seats of the magnates or nabobs of the provincial capital. Their owners stood high in the councils of the State, as did the Philipses and van Cortlandts; or men prominent in the service of the Governors, such as the Morrisises and De Lanceys, acquired extensive domains in this vicinity. Thus, as we have mentioned more than once, Morrisania became identified with the Morris family, and near West Farms was the seat of the De Lanceys. In those piping days of peace, before the Revolution, everything was contentedly and happily English, and there were no people more so than the Dutch magnates. Indeed, they liked their position so much that they were usually to be counted among the loyalists during the Revolution, as in Leisler's days they strenuously opposed and finally downed his "rabble" of commoners. A very good picture of this state of affairs, of life and sentiments in The Bronx from forty to fifty years before Independence was thought of, is afforded by Cooper in the introductory chapter of "Satanstoe." "We always ranked," he makes his hero

write, "among the gentry of the country." That is, there was money in the family, they were landed proprietors, and one or two gentlemen, the grandfather and father, had held, or were holding, commissions as captain or ensign in the army. "We happened to be in a part of Westchester in which were none of the very large estates. It is true, the Morrisises were at Morrisania, and the Felipses, or Philippses, had a manor on the Hudson, that extended within a dozen miles of us, and a younger branch of the De Lanceys had established itself even much nearer, while the Van Cortlandts, or a branch of them, too, dwelt near Kingsbridge; but these were all people who were at the head of the colony, and with whom none of the minor gentry attempted to vie. As it was, therefore, the Littlepages held a very respectable position between the higher class of the yeomanry and those who, by their estates, education, connections, official rank, and hereditary consideration, formed what might be justly called the



VAN CORTLANDT MANOR HOUSE.

aristocracy of the colony. . . . Then the military services of the family stood us in for a great deal. In that day it was something to be an ensign even in the militia, and a far greater thing to have the same rank in a regular regiment." Such English families constantly inter-married with the

Dutch people of the same condition, in all these classes of society, so that the two nationalities became thoroughly amalgamated.

Yet these rural quietudes even then could be disturbed by partisan agitations in the colonial capital nearby. We have told the story of the Zenger trial in our previous volume. In that connection, too, we learned how the unworthy Cosby, Governor of New York, deposed Lewis Morris as Chief Justice of the Province, and appointed James De Lancey to the position. This placed these eminent men at the head of parties bitterly opposed to each other: the popular party and the court, or governor's party, which had arisen even before the culmination of the trial, forced by the officials because the popular party had expressed itself very freely in the pages of *Zenger's Journal* about the conduct of the government. The same paper, in one of its earliest issues, contained a very full account of some exciting experiences attending the election for member of the Assembly in West-

chester, where, as has been mentioned, both men had seats. Lewis Morris, now retired from his high office, presented himself as a candidate; the De Lancey party put forward one William Forster, who had risen to competence and importance, after laboring for a while at teaching school. There were grave apprehensions and good grounds for believing that the court party would exercise fraud, as they were entirely capable of it, and the machinery of the election was under the control of Cosby's creatures. The polling was to take place at East Chester, and fifty watchers were on the lookout for a surprise or other tactics all the night before election. At daylight and after electors rode in on horseback from every direction, till fully three hundred partisans of Morris had collected. They then rode to the polling place, two mounted trumpeters and two violins at the head of the procession, followed by four freeholders carrying a banner inscribed with the words "King George" in golden letters on one side, and "Liberty and Law" on the other. Behind these rode the candidate, the venerable Lewis Morris, past sixty years, but hale and hearty. Two "colors" were borne in his immediate rear, and then followed the rest of the cavalcade. They rode around the common or green at East Chester three times. About eleven o'clock the court's party candidate arrived, also attended by a large number on horseback. He was Justice of the Common Pleas, and men said he had paid a hundred pistoles for the office. He was supported by the impressive presence of James De Lancey and Frederick Philipse, the Councilor; yet their followers numbered only one hundred and seventy. They in their turn rode around the village green, and as they passed each other De Lancey and Morris gravely bowed. At noon the Sheriff appeared, the housing and trappings of his horse of scarlet richly laced with silver. Ere long the polling began, voting being *viva voce* in those days. It soon was manifest that Morris was in the lead, which was not at all to the Sheriff's liking. To neutralize or break the vote, he undertook to challenge those of the Quakers, because they refused to be sworn. In England they would have been allowed to vote on their affirmation, but here the court party managed to detract their thirty-seven votes from Morris. The trick, however, availed nothing, and the ex-Chief Justice was elected member of Assembly by a large majority.

The Revolution came and swept disorder and discord throughout all this region. It could not but be that families thus constituted should divide. The Morrisses were devoted to the patriot side, yet even Gouverneur Morris was very conservative at the first. The De Lanceys, especially Oliver de Lancey, as we have seen more than once, were virulently loyal. The Philipses, too, as has appeared in the case of Mrs. Beverly Robinson and Mary Philipse, Washington's supposed flame, Mrs. Roger Morris later, were loyal to the last, and entered into exile rather than endure the new state of affairs. In other fam-

ilies there were often divisions of sentiment between members of the same household. Cooper, in his "Spy," drew incidents and scenes mainly from this region, and he himself was familiar with it by his residence at Mamaroneck. In the opening chapter the author says: "The county of Westchester, after the British had obtained possession of the island of New York, became common ground in which both parties continued to act for the remainder of the War of the Revolution. A large proportion of its inhabitants, either restrained by their attachments or influenced by their fears, affected a neutrality which they did not feel. The lower towns were, of course, more particularly under the dominion of the crown. . . . Great numbers, however, wore masks, which even to this day have not been thrown aside; and many an individual has gone down to the tomb stigmatized as a foe, while in secret he was the useful agent of the leaders of the Revolution; and flaming patriots had royal protections concealed under British gold." This gave Westchester a peculiarly sinister character during the Revolution. Being "neutral ground" between the outposts of both armies, and subject to predatory expeditions from either side, this lawless state encouraged raids still more lawless than those imposed upon an army by the necessity of foraging. Westchester, therefore, became the home of the "Cowboys" or "Skinners," who robbed patriot and loyalist with fine impartiality, and would not stick at a murder or two in the course of an expedition. This was the state into which the region of The Bronx fell, after the British occupation of New York, or Manhattan Island, was assured. We have already noticed in the proper place special occurrences connected with the retirement of the American troops and the establishment of the British: the bold action on Montrossor (now Randall's) Island; the exploit of Aaron Burr at De Lancey's seat near West Farms; the march of the British along the east bank of the Bronx River, and that of Washington on its west bank, toward White Plains; the raid at Kingsbridge, similar to Harry Lee's at Paulus Hook, and at about the same time. The prominent headland at Spuyten Duyvil received attention in the way of fortifications and a battery: but these fell into the hands of the British.

As we approach our own days little remains to be said in addition to the rapid outline already given in the previous volume. The development of the numerous neighborhoods was similar, little differentiated from the growth of the other portions of the community more minutely detailed, and therefore not especially historic after we have gained a view of the dim days of original settlement and the more exciting days of the Revolution. Farms were cultivated, country-seats of the wealthy dotted the romantic shores of the Hudson and the Sound, older manors were divided up among multiplying heirs, or the suddenly *nouveau riche*, who could pay well for smaller portions. And thus things were in fine rural state when the city cast its arms

about the several neighborhoods and came in with a new element of development. We have already glanced at some of these particular sections of the Bronx Borough. We have looked more than once at Kingsbridge, in the course of our narrative. Here was the earliest connection of Manhattan Island with the main, first by way of a ferry kept by a Johannes Verveelen, of whose high charges the Labadists complained in 1679; later (1693) by means of a bridge, built by Frederick Philipse at his own cost, in consideration of which he was allowed to charge a toll, and thus founding another source of revenue. This humble structure was the only one for a century and a half or more that afforded a passage to the North and East from New York. In 1756, as we saw, Washington was fain to cross here to go to Boston; in 1824 Lafayette was escorted to this point on the same journey. We know what has been done since in the matter of bridging the Harlem River: how that little wooden bridge of a few feet in length has been succeeded by a series of splendid triumphs of mechanical and engineering skill, which now unite the two boroughs of Manhattan and the Bronx, and span the widely separated heights of the ravine through which flows the Harlem. We need not tell again of the improvements undertaken all along the course of the Harlem, placing its shallow mudbanks upon convenient docks and wharves.



Levis Morris

Fordham in the ancient days did not occupy a position aloft on the hills. It was a hamlet of scarce a dozen houses down by the river's edge on the east bank of the Harlem, just about where you hear the brakeman on the New York and Northern Railroad call out "Kingsbridge." The settlement dates its history from the arrival here of John Archer, or rather Jean Arcer, in the year 1671. The manor, as it was known and delineated later, stretched well over to the Bronx River. The name is not at all French, though so many Huguenots found a peaceful home here. Before either Verveelen's ferry or Philipse's bridge, there was what was called a "wading place" near this spot: it was possible to ford the river or creek at low tide, and the

hamlet on the bank opposite Manhattan naturally became known as the "hamlet by the ford," or Fordham. When the people ceased to cross here in the primitive way, settlement was diverted from the river side, and started up and over the hills.

At Fordham we have looked upon that most interesting and pathetic object, the little hut, the poverty-stricken home of one of our greatest, but our most unhappy, poets. Poe's Cottage will be preserved in spite of the demand for a wider thoroughfare where the old King's Highway was content to wind through Fordham. You go up from the station to the left, a pretty steep climb and a pretty round curve. Then, where two roads meet near the top of the ascent, you take the right branching sharply off at almost a right angle, and do some more toilsome climbing, when, after passing some modern cottages, you see almost in their front yard the pitiable object of your pilgrimage. Let us not hasten away from it so quickly as we were compelled to do in a former chapter. One look into that cottage on a certain cold wintry day in 1847 will tell of the misery and penury borne there by sensitive souls. A woman tells the story of what was suffered there. Mrs. Poe's name was Virginia Clemm, and she was then in almost the last throes of consumption. "I saw her (Virginia) in her bedchamber. Everything was so neat, so purely clean, so scant, and poverty-stricken. . . . There was no clothing on the bed, which was only straw, but had a snow-white counterpane and sheets. The weather was cold, and the sick lady had the dreadful chills that accompanied the hectic fever of consumption. She lay on the straw bed, wrapped in her husband's great coat, with a large tortoise-shell cat in her bosom. The wonderful cat seemed conscious of her great usefulness. The coat and the cat were the sufferer's only means of warmth, except as her husband held her hands and her mother her feet. . . . As soon as I was made aware of these painful facts, I came to New York and enlisted the sympathies and services of a lady whose heart and hand were ever open to the poor and miserable. A feather bed and abundance of bedclothing and other comforts were the first fruits of my labor of love. The lady headed a private subscription, and carried them sixty dollars the next week. From the first day this kind lady saw the suffering family of the poet, she watched over them as a mother watches over her babe. She saw them often and ministered to the comfort of the dying and the living." This lady was Mrs. Marie Louise Shew (later Houghton). To her Poe addressed a letter, which it is impossible to read with dry eyes. It was dated Fordham, January 29, 1847, and has been preserved in facsimile. He writes: "Kindest, dearest friend: My poor Virginia still lives, although failing fast and now suffering much pain. May God grant her life until she sees you and thanks you once again! Her bosom is full to overflowing—like my own—with a boundless, inexpressible gratitude to you. Lest she may never see you more, she

bids me say that she sends you her sweetest kiss of love, and will die blessing you. But, come—oh! come to-morrow! Yes, I will be calm—everything you so nobly wish to see me. My mother sends you, also, her warmest love and thanks; she begs me to ask you, if possible, to make arrangements at home so that you may stay with us to-morrow night. I inclose the order to the Postmaster. Heaven bless you and farewell, Edgar A. Poe.” Not long after the delicate, wasted frame of Virginia Poe was carried from the humble home to its last resting place. The family of the Valentines, still prominent in the social and church circles of Fordham, kindly permitted her to be buried in their own vault.

Quite other scenes—the practical instead of the pathetically sentimental—have met us as we observed Mott Haven in a previous chapter. Here we saw the hands of a clattering industry convert the quiet corner of an ancient Patroonship into a hive of busy workers. Huge factories began to pour forth their smoke, and liquid iron was molded into various shapes of usefulness, while at the same time was formed a nucleus for human habitations, and a start was made of the conditions of a later city. Morrisania, again, redolent with the memories of the past, rejoicing in sturdy figures of popular leaders and democratic lords of the manor, we have seen changing to the aspects of city life. In 1873 all the sections we have thus rapidly run over again became New York. Increasing facilities of transportation have made them more and more really *one* with the lower sections of the city on its old island home. As late as 1884 it was still the lumbering horsecar, crossing the bridge at Third Avenue, and connecting with the terminal station of the “L” road at One Hundred and Twentyninth Street. Now not only do electric trolleys make swift progress to Fordham, West Farms, Port Morris, West Chester, and other places; but the elevated road itself has crossed by a bridge of its own, and carries the passenger far up toward Fordham. The broad four-track bed of the Harlem Railroad, sunk between its granite walls, has a system of rapid transportation for the localities bearing old names along its line. And so the spaces are filling up, and consolidation is getting realized in building and habitation as well as in the mere act of incorporation.

A word may be said about some of the later annexations. These include West Chester, the town that gave the name to the county. It reminds us, of course, of what is perhaps the oldest town in England, Chester, near Wales. Some of the many Englishmen, Cornell, Throgmorton, Pell, and their companions, must have been from that section. West Chester, the village and the town, glory in one of the oldest Episcopal Church organizations in Greater New York, even antedating old Trinity in Manhattan. The parish was formed by act of the Provincial Assembly in September, 1693. The first church was erected in 1700, succeeded by a second edifice in 1790, a third in 1855, and the

present handsome one in 1879. The first Rector, the Rev. John Bartow, began his labors in 1702, and in 1794 the Rev. John Ireland, later so prominent in Brooklyn church affairs, became the incumbent here. A charter to "Saint Peter's Church in the Borough Town of West Chester," was granted by King George III. in 1762. It is not surprising that the good people of Saint Peter's took occasion, in September, 1893, to celebrate their two hundredth anniversary with appropriate emphasis and *clat*. East Chester is another township and also another village, likewise embracing ever so many picturesque settlements with distinctiveness enough to deserve designation on the map. We can not lightly pass by Wakefield, however. It is very near the center of the line of utmost northern limits of the greater city, and contains Woodlawn Cemetery, an ornament well deserving of the city's boast, if Greenwood was worthy of a neighboring city's boast. It has an area of nearly four hundred acres, beautifully and expensively laid out by the art of the landscape gardener, assisted by many natural advantages, and has accordingly become a favorite burial place for the very wealthy families of New York City. Here have been laid at rest ex-Mayor Havemeyer, and the notable Railroad King, Jay Gould. It is not under denominational supervision in any sense or extent. There are spots here and elsewhere in The Bronx which command a view of the Hudson and of the Sound, and thus combine to delight the eye with the ravishing vistas that belong to both. The limits of the city, too, have thrown their lines beyond many of the islands in the Sound: Hunter and Hart and City islands outside the forts, and Riker, the Brothers and such within, utilized, as we know, for the purposes of pleasure, both public and private, as well as for military and sanitary uses. And as we now regard the map of the city in this part of it, it is curious to observe how the southern shore of The Bronx matches the northern of the Queens Borough. Throgg's Neck meets Willett's Point, making with it another "Narrows" at a vital point for the approach to the great city, and now also within its municipal control, as is the other at the south. Old Ferry Point in The Bronx greets Whitestone Point in Queens; while the Bronx River opens into a little bay, harmoniously opposite to Flushing Bay. Again the promontory at Port Morris unites with Lawrence (better known in the vicinity as Woolsey's) Point to confine the waters of Hell Gate, and form an interior "Narrows" for additional defense, if needed. The rushing waters of Hell Gate, and the broad placid expanses of the beginning of the Sound (sometimes called East River here) used to divide Long Island from the main of Westchester. They do not now so much divide as simply flow their tides between. An intra-mural waterway which, broad as it is, is a mere part of the city, like the canals and basins of the ancient namesake of the city on Manhattan that has now come to be so much more.

Among all these innumerable neighborhoods, rustic, retired, sleepy, countrified, a wonderful transformation scene is now working. Whether one chooses one or the other for his study of the situation, the facts revealed will prove to be about the same, and will reward him with their abundant interest and significance. To tell the story of progress we need not speak of this or that church going up here or there; of this or that industry, inviting around it a cluster of wage-



A SCENE ON THE BRONX RIVER.

earners and dwellings for their comfort; of trolley-car lines extended, or avenues opened. Such details would leave but little impression on the mind as to what really was going on here, and how municipal existence is asserting itself. But a walk through Woodstock, if you can still find it, or through Tremont or Fordham or West Farms or Wakefield, will reveal what city-making actually involves and what it realizes for the communities that have been swept within the cor-

porate maw. They still have their names, and local reminiscences, but they are fading away: these, too, as well as their external aspects are slipping into the city that claims them. Yet before all is gone we behold curious contrasts. There are sudden revelations within the city of the country as it was, and aggressive assaults of the city—regulation city characteristics—upon the rural districts. Straight lines of curb-stone duly laid, or blocks of houses prim and stiff, are succeeded in the twinkling of an eye by a charming piece of meadow; some undulating or winding roadway deliciously regardless of the measuring tape; a pile of rugged rocks higher than a five-story flat-house, or some coy valley that yawns at your feet. There are houses as utterly void of a country-air as any in the interminable miles of monotonous flats on Ninth Avenue along the Elevated road; and then again houses nestling among trees, and clung to lovingly by vines and honeysuckles, showing they were built when rural retirement was still possible, and garden surroundings were more than a dream. Yet has not the city been too inexorable. As was said in our former volume, the principle of preserving large sections at whatever cost for parks was carried to a commendable execution in the new portions of the city even before consolidation as it now is. Thus the beauties of the Bronx River have not been sacrificed and will never be lost. Poets may still wander upon its banks and celebrate its merits as they have done before. The glades and lakes and forest vistas above Kingsbridge will always retain their pristine charm, as when the unpronounceable Indian chief roamed and hunted there, and sold his land as often as he could. The advantages which nature bestowed upon the territory of the greater city will therefore have a practical remembrancer in these parks, to delight the people's eyes, to educate their taste, to minister to refined pleasure, and promote their health. And both in this particular, which is the preservation of the country, and in the other particular, which is the destruction of the country, The Bronx presents an instructive picture, an object lesson, for all the other outside boroughs. This is what will go on in the others—in the open country of Queens, even in parts of Brooklyn, in the interior of Richmond or Staten Island. And thus the promise and the potency of the consolidation of all these boroughs into one great city will at last have its fulfillment—and perhaps sooner than even the activities here witnessed warrant us to believe.

CHAPTER XXIII.

THE GOVERNMENT OF THE GREATER CITY.



HE settlement on Manhattan clustering about Fort Amsterdam received incorporation after the style of a Dutch city by act of the States General of the Republic of the United Netherlands in 1652, and the act took effect by proclamation of Director Peter Stuyvesant on February 2, 1653. The form of government was, of course, that which prevailed in Holland at that time (Vol. I., p. 46), and New Amsterdam was duly provided with two Burgomasters, five Schepens, and one Schout. The people had supposed they might enjoy the same privilege as their fellow-republicans at home, and choose their officers, or at least some of them. Stuyvesant quietly brushed aside any such claim or privilege, and appointed Burgomasters and Schepens. The States General or the West India Company had appointed as Schout Joachim Kuyter, the Director's opponent. But as the latter was killed soon after assuming office, Stuyvesant had the satisfaction of appointing the Schout also. This form of government was not interfered with by Governor Nicolls on his capture of the city in August, 1664. Not only did he permit the municipal year to run out, but even on February 1 or 2, 1665, he made no change, and the incumbents were either reappointed or others put in their places under the old system. But in June, 1665, the English form of city government was assumed. It seemed as if it were a mere translation of Dutch names: one Mayor took the place of the two Burgomasters; but five Aldermen replaced the five Schepens, and the Schout became a Sheriff. There were no wards for the Aldermen to represent and to be elected in by the citizens thereof. All the officers were appointed by the royal governors.

The first really important advance in municipal government was made by the Dongan charter of 1686 (Vol. I., p. 79). The city was thereby divided into six wards. In each of these the citizens were permitted to elect one Alderman and one Assistant Alderman. The list of other officers was also increased. They were to consist of a Mayor, Recorder, Clerk, and Sheriff, all appointed by the Governor and his Council. The charter of 1708 had no reference to the government of the city: it merely prepared interminable vexation for Brooklyn and other places by granting the corporation of New York their desire of possessing a little more of the earth than they could realize

on Manhattan Island. It extended the jurisdiction of the Common Council, and incidentally their power to rent ferry leases, across all the surrounding waters so as to include the land as far as high-water mark. The western bank of the Hudson River on New Jersey soil formed no exception to this extraordinary assignment. To the charter of 1730—the famous Montgomerie charter—we must look therefore for the next modification in municipal government. It went into effect on February 11, 1731 (Vol. I., p. 118). There was an addition of one ward, so that one Alderman and one Assistant from each made a Common Council of fourteen members. Besides the Mayor, there was now quite an array of executive officers: one Chamberlain, with sixteen Assessors and seven Collectors under him; one High Constable, with sixteen Constables; there were also one Marshal and one Coroner—offices not in vogue before; lastly, one Common Clerk, and one Sheriff, as heretofore. Yet of all this governmental force, no officers were elective but the Aldermen and Assistants; all the rest were appointed by the powers that were.

This charter continued in effect for many years. The Revolution and Independence and Federal Republic, as they successively brought about their tremendous changes in the aspects of the country, did not affect the form of the city's rule. Instead of the Royal Governor and his Provincial Council, there came to be, as the source whence the city derived its executive officers, the Council of Appointment of the State of New York, consisting of the Governor and four Senators. There was no break in this rather aristocratic system in the direction of popular suffrage or home rule until 1822. Then the people were allowed to elect not only the members of the Common Council, but also the Sheriff and the Clerk. The State then also abandoned its control over the chair of the Chief Magistrate, as the Mayor was to be elected by the Common Council. Things were now moving fast, and democracy must have its full satisfaction; so in 1834 the last barrier was removed, and the Mayor was elected by the suffrages of the citizens directly at the polls. Just one hundred and forty-five years before, under the democratic rule of Jacob Leisler, the people had been for that one time allowed to elect their Mayor, in September, 1689. But in 1826 it was still established that only such should have the privilege of the ballot as paid at the very least a rental of \$25 per annum. There was then, too, but one polling place in each ward, making that a center of violent altercation, and affording such poor facilities for expedition in balloting that it often took several days before the complete vote had been cast. In 1840 registration was introduced, and each ward divided into voting districts.

But we must restrict ourselves to the modifications in government. These continued to be made as the decades of the present century grew. In 1830 there is a beginning of Departments in carrying on the business of city government. Five were established then, the chiefs

of them being appointed by the Conneil. By the charter of 1849 the five were increased to nine, and were as follows: 1. Police; 2. Finance; 3. Streets, including wharves; 4. Repairs and Supplies; 5. Streets and Lamps, including Markets; 6. Croton Aqueduct; 7. City Inspector; 8.

Almshouse; 9.

Law. The heads of these departments were to

be elected by the people directly. Another

modification of importance was

that the Mayor and Aldermen

should serve for two years in-

stead of one; the chiefs of de-

partments were to hold office for

three years. Serious altera-

tions were again made in

1857. This was the year when

Home Rule for the city was al-

most entirely taken away.

The most material change, per-

haps, as regards city govern-

ment was made in the Police

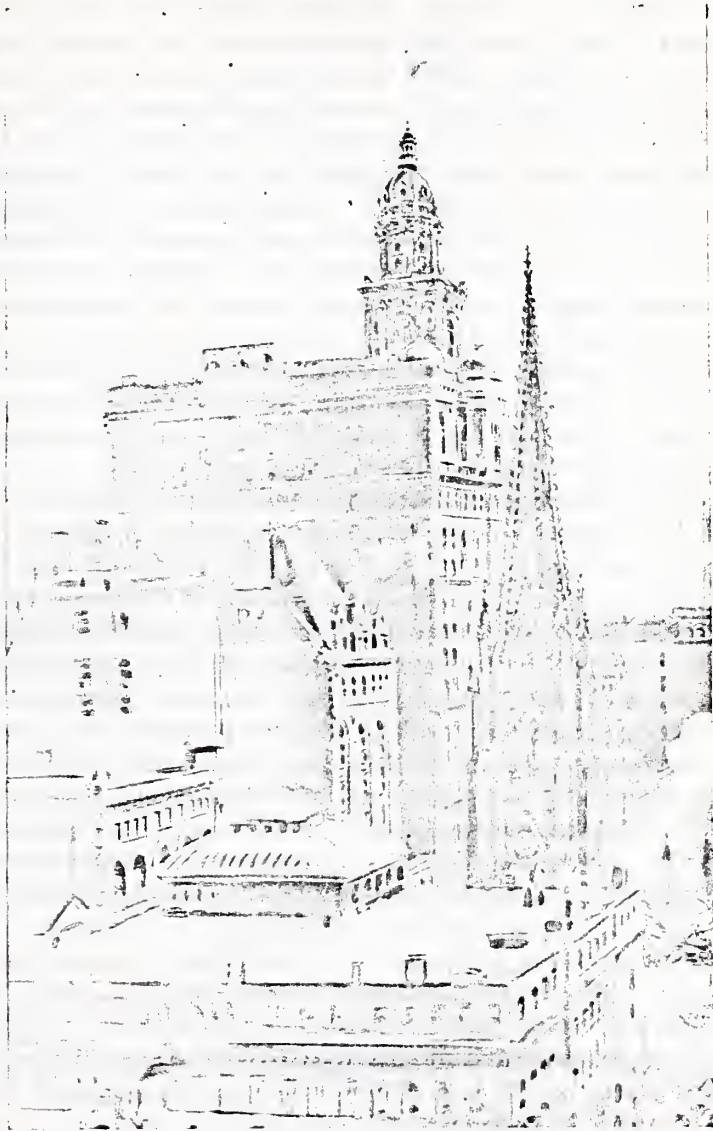
Department. The ancient

High Constable, created in 1731,

still wielded his baton or billy in 1844, and the last incumbent

was that unique personality, upon whose like the city has not often

looked since, Jacob Hays. He had been appointed by Mayor Edward Livingston (Secretary of State under Jackson) in 1802. In 1845 the



SKY-SCRAPERS OUT-TOPPING TRINITY STEEPLE.

city acquired a regular uniformed police force, known officially as the Municipal Police. It was under the direct supervision of the Mayor himself. By the charter of 1849 the Mayor still had this department under his special charge, but there was also provided a bureau, the head of which was denominated "Chief of Police." In 1857 the Department was not only taken from the control of the Mayor, but it was removed from the control of the city altogether. There was created what was called a Metropolitan District, and its police was to be known as the Metropolitan Police. This district included New York City and its suburbs, so that, as we have seen, two of the present boroughs, Brooklyn and Staten Island—were furnished with police arrangements in that year. The force was subjected to the management of five Commissioners, appointed by the Governor, with confirmation by the Senate. We have seen how little this new order of things was enjoyed by Mayor Fernando Wood. Considerable attention was naturally given to the city charter and form of government by the Honorable Mr. Tweed; his idea of concentrating responsibility upon one head, the Mayor's, was worthy of a better cause, and has become the feature of later modifications. His scheme of making appointees of the Mayor serve during terms longer than that of the Mayor himself was too obviously in the interest of corruption, preventing a clean sweep of the departments, even if a reform mayor were elected. In the charter of 1894—the last before consolidation, it was placed in the power of the Mayor to remove every and any head of department within a brief period after his own assumption of the office. Other responsibilities for the good government of the city were more cleanly cut and laid upon the Chief Magistrate alone; and the term of the Mayor was extended to three years. The last Mayor before the consolidation was the only one who served under this extension of time, and his term was concluded when the older and smaller New York ceased to be, and the Greater New York began, on January 1, 1898. It will be our endeavor in the remaining pages of this concluding chapter to set forth briefly the details of the government of this greater city.

New York as now constituted is an *imperium in imperio*, a republic within a republic, a reproduction in miniature of the State and of the Union. And we can not call it a little republic either: its population exceeding by far those of the Kingdoms of Portugal, Denmark, and Greece, and counting as much as three-fourths of that of the Kingdom of Holland. It resembles the State and Federal Governments in having an executive head and a legislative body of two houses. This legislature is entitled "The Municipal Assembly of the City of New York," composed of an upper house, called the Council, and a lower, called the Board of Aldermen. The Council consists of twenty-nine members, counting the President, who is chosen by the people, and who by virtue of his office is a sort of Vice-Mayor, or Deputy-Mayor, to

act in his place in case of sickness or absence. His salary is fixed at five thousand dollars per annum. The remaining twenty-eight members of the Council are chosen by the various boroughs, as follows: Manhattan, 12; The Bronx, 3; Brooklyn, 9; Queens, 2; and Richmond, 2. The salary of Councilmen is fifteen hundred dollars a year. The Board of Aldermen elects its own President, and is composed of sixty members, 33 from Manhattan, 3 from The Bronx, 21 from Brooklyn, 2 from Queens, and 1 from Richmond. An Alderman's salary is one thousand dollars a year. A distinction of importance is, that while Councilmen are elected for a term of four years, an Alderman's term is two years. As in the wider spheres of our government, the Mayor has the power to veto the ordinances passed by the Municipal Assembly, and a two-thirds vote is necessary to override it. Thirty-one items are specified in the conduct of city affairs whereupon the Assembly may pass ordinances. It seems rather a long list to repeat, yet just those simple matters which we are apt to think it is not necessary to know, it were really best we did know in all their circumstance. Prof. John Fiske speaks very strongly and truly upon this very subject: "When we try to study things in a scientific spirit, to learn their modes of genesis and their present aspects, in order that we may foresee their tendencies, and make our volitions count for something in modifying them, there is nothing which we may safely disregard as trivial. This is true of whatever we can study. . . . Questions of civil government are practical business questions, the principles of which are as often and as forcibly illustrated in a city council or a county board of supervisors as in the House of Representatives at Washington. It is partly because too many of our citizens fail to realize that local government is a worthy study, that we find it making so much trouble for us. The 'bummers' and 'boodlers' do not find the subject beneath their notice; the master who inspires them is wide awake and—for a creature that divides the hoof—extremely intelligent." The Assembly, then, are permitted to "make, establish, publish and modify, amend or repeal" ordinances: (1) in relation to inspection and sealing of weights and measures; (2) in relation to inspecting, weighing, and measuring of firewood, coal, hay, and straw; (3) to regulate the use of streets and highways; (4) to regulate the opening of street surfaces; (5) to regulate the numbering of houses; (6) to regulate and prevent throwing ashes, offal, or garbage in the streets; (7) to regulate the use of streets and sidewalks for signs, awnings, telegraph poles, and such things; (8) to provide for and regulate pavements and crossings, flagging, curbing, etc.; (9) to regulate public cries, steam whistles, bell ringing; (10) to restrict vagrancy and begging; (11) in relation to guns and pistols and fireworks in the streets; (12) to intoxication and fights; (13) to places of amusement; (14) exhibiting banners, placards, flags; (15) the erection and maintenance of public fountains; (16) ad-

vertisements or handbills exhibited along the streets; (17) in relation to construction and use of vaults, cisterns, areas, hydrants, pumps, sewers; (18) in relation to partition fences and walls; (19) to the establishing, care, use, repair, of markets; (20) the licensing of public cartmen, truckmen, pawnbrokers, junk dealers, and a whole host of such tradespeople; (21) the fixing of the annual license fee, not exceeding twenty dollars, for each street or horsecar (which is specified as having for some reason reference only to Brooklyn); (22) the suppression of vice and immorality; (23) for the licensing and otherwise regulating the use of dirt carts; (24) for the preservation and protection of all works connected with the water supply; (25) regulating fees for searches in the matter of assessments and arrears; (26) the running of stages, omnibuses, trucks, and cars; (27) to regulate rates of fare charged for the use of hackney coaches; (28) to authorize the establishment, or terminate, or alter, such, of omnibuses or stages; (29) to regulate swimming and bathing; (30) to prohibit or suppress all gaming; (31) to enlarge from time to time limits of fire districts. It will be seen that the range of subjects here enumerated does not carry the mind to a dangerous height above mundane and pedestrian pursuits. There are, however, matters pertaining to franchises and finances which demand a wider sweep of intellect, and will make it much more worth while to spend fifteen hundred or a thousand dollars each year apiece upon the city's legislators. The Municipal Assembly is authorized to grant franchises for constructing and operating railways in the streets, but not for a longer period than twenty-five years, the renewals may be made on a fair revaluation. Also, before such grant of franchise, all the terms and conditions of it, including the provisions as to rates, fares, and charges, must be published for at least twenty days in the *City Record*, and twice in two daily newspapers published in the city. An important provision is that by which the Municipal Assembly and the several members thereof, and all officers and employees of the city, are declared to be trustees of the property, funds, and effects of the city. The office of City Clerk—or Common Clerk, as he was wont to be called—is supplied by a vote of the Council. This functionary was formerly among the appointed officers, and has also at times been elective. Now the Council on meeting elects a clerk, and by virtue of that election he is also City Clerk, and enjoys a salary of seven thousand dollars per annum. Lastly a penalty is indicated for the violations of laws prescribed for the members of the Municipal Assembly by the charter. One who shall vote for any contract or any appropriation unauthorized by law or in excess of the amount so authorized, shall be guilty of a misdemeanor; and every member voting in favor of any illegal disposition of corporate property or franchises, "shall be individually liable to refund the amount to the city at the suit of any citizen or taxpayer."

While this legislative body, with the Mayor, are to administer the affairs of the great municipality, it is not forgotten that there are five main divisions of the city, and that these need more special attention or immediate supervision. These sections, having been hitherto under separate control, each within itself, it was wise to recognize the necessary individualism growing out of the historic development. Hence each Borough has its own President, a somewhat distant imitation of their former mayors or other governing heads, and perhaps a still more feeble reflection of the Mayor of the present city; but yet reducing within himself the otherwise abstract general authority to a more concrete and distinct form, gratifying and useful to each of the five divisions. It is needless to restate here what these are: the naturalness and obviousness of the principle whereupon they were made constitutes a high merit of the consolidation, and will contribute much to render its working smooth, harmonious, and therefore prosperous. The President of a Borough serves for the same length of time as the Mayor—that is, four years; is also elected by the people of his immediate limits of jurisdiction, and may be removed by the Mayor on sufficient charges, subject to the approval of the Governor.

The Presidents of Manhattan, The Bronx, and Brooklyn, have a salary of five thousand dollars each, and those of Queens and Richmond three thousand. The President has his office in a building or hall that the Municipal Assembly shall designate, and in case of



NORTH END OF NASSAU STREET.

Brooklyn this is, of course, the fine City Hall that used to serve its own municipal officers. For each Borough there are also bodies of administrators called "Local Boards." We shall describe these in the precise language of the charter, and we dwell with so much particularity on this feature of Borough government, or management, because just there are found the novelties introduced into our municipal government necessitated by the unusual exigencies of the gigantic corporation resulting from the consolidation of so many parts and such diverse and extensive territories. First there are the "Districts of Local Improvement": "For the purposes of local improvements the territory of the City of New York is hereby divided into certain districts of local improvements. The districts so constituted shall be named or numbered or otherwise distinguished by the Municipal Assembly. As first constituted by this act, there shall be twenty-two districts of local improvements which shall together comprise all of the territory by this act consolidated into the City of New York. The territory in each of the senatorial districts of the State of New York situated in whole or in part within the limits of the City of New York, as constituted by this act, as such districts are divided by the constitution of the State of New York in force January 1, 1895, and to the extent that they are within the limits of said city, and as therein bounded and described, shall constitute a separate district of local improvements, that shall be bounded and described in the same terms as is the same territory when contained in a senatorial district, as aforesaid. The Municipal Assembly shall, whenever necessary, supplement and complete the description of the boundaries of any district." The districts are distributed over the various Boroughs in the following manner: I. Queens; II. Richmond; III. to IX., Brooklyn; X. to XX., Manhattan, also part of XXI.; and the other part of XXI., and XXII., The Bronx. Now it is in each of these districts that there is created a "Local Board," consisting of the President of the Borough, who is a member *ex-officio* of each and every board, no matter how many there are. The members of the Municipal Assembly—Councilmen or Aldermen—who happen to reside within any district, are thereby constituted members of the local board of said district. They serve as such members without additional pay. "The action of a local board shall be by resolution, subject to the procedure governing resolutions passed by the Municipal Assembly, and conformably thereto, save that they need not be submitted to the Mayor of the City of New York for his approval." The fortune of such a resolution after leaving the local board is determined by the progress it makes along the steps indicated by the following section: "If the local board shall by resolution decide to recommend that proceedings be initiated for a local improvement within its jurisdiction, it shall thereupon, forthwith, transmit a copy of such resolution to the Board of Public Improvements. Said board shall promptly consider such resolution,

and if, in its opinion, the work proposed ought to be proceeded with, it shall take such steps in regard thereto as are in this act provided in the cases where public works are proposed and initiated by said board of public improvements. The expense of all such improvements shall be assessed and be a lien on the property benefited thereby in proportion to the amount of said benefit, and in no case shall extend beyond the limits of said district." Petitions for any local improvements desired; to open, close, extend, widen, grade, pave, etc., streets; to remove nuisances to health or morals; all other matters concerning the peace, comfort, order, and good government in any neighborhood—are to be addressed to the President of the Borough, whose duty it is to call a meeting of the local board having jurisdiction over the neighborhood whence a petition comes; and in the interim a notice is to be published in the *City Record*, stating that such petition has been received by the President; that it is on file in his office for inspection; giving also the time when and the place where the meeting of the local board will occur, the time not to be less than ten days after the publication of the notice. It is thus seen, how by the system of Borough officials, any particular section, the residents upon a certain street or block, or even an individual, can get reasonable desires granted or complaints heeded. Were it not for this minute ramification of municipal government, the smaller parts or the individual citizen might be lost in the overwhelming magnitude of territory, population, and interests of so enormous a city.

We come now to the most important office of all—the Mayor. In 1652 the Burgomaster ruled but over about a thousand souls. The first Mayor of New York in 1665 governed the destinies of but fifteen hundred. James Duane, the first Mayor of the American city, in 1783, found that the exodus of loyalism had yet left twelve thousand people under his sway. When the first Mayor elected by the suffrages of his fellow citizens, instead of by the sufferance of the Common Council, Cornelius Van Wyck Lawrence, entered upon his duties in 1834, there were not as yet three hundred thousand people to be governed. But when Robert A. Van Wyck assumed the Mayoralty on January 1, 1898, of the Greater New York, the population for whose interests and happiness he became responsible was calculated to reach 3,389,753 souls, a figure exceeded by but three States of the Union—Pennsylvania, Illinois, and Ohio—besides our own; and overtopping several countries of Europe.

The chief magistrate whom this great constituency was to choose for itself was to be intrusted with signal and unusual powers. The "Brooklyn idea" of city government had complete possession of the framers of the charter for the consolidated municipality. One of the members of the commission was the Hon. Seth Low, who had been the first to test its effectiveness in Brooklyn itself. The chairman was ex-Secretary of the Navy Tracy, a resident of Brooklyn, and himself a

prominent promoter of the principle and advocate of the scheme when it as yet needed commendation to the people by way of arguments in advance. As another influential member, Mr. William C. De Witt, also of Brooklyn, said in a public lecture: "I am for a Czar-Mayor, with a short term, and a free right to go again to the people. I fully appreciate the objections successfully urged in the Commission to so powerful an officer. . . . But in my judgment these dangers and evils are of no considerable weight against the advantages of all responsibility for maladministration in one man, who must, either in person or through his party, go to the people every two years. I believe that the Supreme Ruler of the universe moves through the minds of the multitude, and in this age of free schools and ubiquitous journalism, no mayor with plenary power and full responsibility would dare to permit corruption or inefficiency to exist in any department, and if he did the people would have only one head to hit, and one party to demolish. Singly and alone, let the Mayor be made responsible for all abuses or benefactions in municipal administration, and the people will have a certain and speedy way to remedy bad government, or to support wise and patriotic administration." The actual power and term finally adopted were not quite what Mr. De Witt deemed most wise. Yet the spirit of the provisions was quite in accord with the Brooklyn idea, and there was more of "Czar" power committed to the Mayor of the Greater New York than was ever thought advantageous or prudent for the Mayors of the less or even the very little New York.

The Mayor is elected for a term of four years; until 1849 the office was held for only one year, although many men were incumbents for five, six, even nine or ten years, when they depended upon appointment by the Provincial or State authorities. But while thus extending the term (it had been made three years in 1894) a restriction was laid upon re-election. That is, he can not succeed himself immediately. "He shall be ineligible for the next term after the termination of his office." If subsequently he should be wanted again by the people he could be a candidate once more. The salary of the Mayor is fixed at a generous figure, quite compatible with the dignity of the office, and the magnitude and wealth of the corporation at whose head he stands. The crucial feature of the Mayor's position is, of course, the power of appointment and of removal. There is where responsibility traces itself back to him in a direct line when things go wrong. The power of removal is by no means so comprehensive as that of appointment. The charter delineates it as follows: "At any time within six months after the commencement of his term of office the Mayor, elected for a full term, may, whenever in his judgment the public interests shall so require, remove from office any public officer holding office by appointment from the Mayor, except members of the Board of Education and School Boards, and except also judicial officers, for whose removal other provision is made by the constitution.

After the expiration of said period of six months any such public officer may be removed by the Mayor for cause upon charges preferred and after opportunity to be heard, subject, however, before such removal shall take effect, to the approval of the Governor expressed in writing." Thus after six months the Mayor is helpless if he has good reason to fear his aims are not being served as he wishes, even if no actual charges of malfeasance can be brought. The restriction may be a safe one, however, under certain circumstances, which evidently the Commission had in view.

A vast army of officials was provided by the division of the administrative functions of the city government into thirteen departments by the new charter, expressed as follows: "There shall be the following administrative departments in said city:

- I. Department of Finance.
- II. Law department.
- III. Police department.
- IV. Represented in the Board of Public Improvements:
 1. Department of Water Supply.
 2. Department of Highways.
 3. Department of Street Cleaning.
 4. Department of Sewers.
 5. Department of Public Buildings, Lighting, and Supplies.
 6. Department of Bridges.
- V. Department of Parks.
- VI. Department of Buildings.
- VII. Department of Public Charities.
- VIII. Department of Correction.
- IX. Fire department.
- X. Department of Docks and Ferries.
- XI. Department of Taxes and Assessments.
- XII. Department of Education.
- XIII. Department of Health."

The heads of these departments and commissioners, if a board rather than a single man directs their affairs, all fall to the appointment of the Mayor. His patronage is, therefore, very extensive. The Comptroller, who heads the Department of Finance, is elected by the people and has a salary of ten thousand dollars; but the Chamberlain, or Treasurer, of the city, is appointed by the Mayor, and has a salary of twelve thousand dollars. The head of the Department of Law is the Corporation Counsel, and is appointed by the Mayor, his salary being equal to that of the man who makes him, or fifteen thousand dollars. In the Police Department he appoints four Commissioners; in that of Parks, three Commissioners, and six Art Commissioners, without salary. Then there are one Fire Commissioner, one Commissioner of Jurors for Manhattan and the Bronx; two Com-

missioners of Accounts; an indeterminate number of sealers of weights and measures, and inspectors of the same. In the Board of Public Improvements the Mayor appoints the President, and one Commissioner over each of the six departments. He appoints seven justices, one for each of as many judicial districts, and three Civil-service Commissioners. The Department of Taxes he provides with the President of the Board and four Commissioners. For the Board of City Magistrates in the First District (Manhattan and Bronx) he appoints twelve magistrates, and for that of the Second District also twelve; seven for Brooklyn, three for Queens, and two for Richmond. There are five Justices of the Court of Special Sessions appointed by the Mayor in the first division, and five in the second; three Commis-



STREET CLEANING—REMOVING SNOW FROM A DOWN-TOWN STREET.

sioners of Charities and one of Corrections. In the Bureau of Municipal Statistics he appoints six Commissioners and one Chief of Bureau. In the Department of Education no salaries are attached to the appointments of the Mayor, but they constitute a small army in the way of numbers: 21 members of the School Board of Manhattan and the Bronx; 45 of that of Brooklyn; 9 of Richmond; 9 of Queens. In the Department of Buildings he has three Commissioners to appoint, while three Health Commissioners and three Commissioners of Docks finish the list of high-salaried officials who come to these places at his mere beck. We must add to the number of his direct appointments, however, 38 Marshals for Manhattan and Bronx; 15 Marshals for Brooklyn; 6 for Queens, and 4 for Richmond. The whole number of the personnel of city government owing their places immediately to

the Mayor's will and favor is 242, not counting sealers and inspectors. Of these one receives a salary of \$15,000; one receives a salary of \$12,000; two receive salaries of \$8,000; ten receive salaries of \$7,500; two derive \$7,000 per annum from the city treasury; thirty-nine obtain \$6,000 a year; seventeen receive \$5,000; two, \$3,500; and one \$2,500. In this catalogue the 63 Marshals and the indeterminate number of sealers and inspectors of weights and measures have no place. But even without these the figure disbursed by the city for the payment of the *creatures* of the Mayor (we mean it in no bad sense) is \$480,500 a year; a heavy responsibility for a single man to bear. Such a patronage is apt to excite the greed of the unworthy, and to make it difficult for the best of men to separate merit and fitness from the mere sordid desire to get at the great sums that are paid for the work done for the city.

One would think that the Mayor would heartily welcome the restrictions upon appointments, and the guidance as to fitness and merit therefor furnished by the Civil-service Commission. But, alas! the persons he has to put into place are too big for the laws applying to the civil service. Yet these afford a safeguard for lower ranks, which multiply, much beyond the nearly three hundred appointees of the Mayor, the number of those serving the city and drawing its pay. Therefore the charter emphasizes the existence of the commission, placing the sections relating thereto naturally enough under the chapter devoted to the Mayor. It reads: "The Mayor shall appoint three or more suitable persons as commissioners to prescribe and amend, subject to his approval, and to enforce regulations for appointments to, and promotions in, the civil service thereof, and for classifications and examinations therein, and for the registration and selection of laborers for employment therein, in pursuance of the constitution of this State. Said commissioners shall receive no compensation." The latter provision seems appropriate, so as to place their work above even the suspicion of other than perfectly disinterested motives. The regulations they are to make are to provide, among other things: (1) for the classification of the offices, places, and employments in the civil service of the said city; (2) for examinations, wherever practicable, to ascertain the fitness of applicants for appointment to said civil service, the examinations to be public; (3) for the filling of vacancies from among those graded highest, sailors and soldiers honorably discharged having the preference; (4) for a period of probation before an appointment or employment is made permanent, and (5) for promotions in office on the basis of ascertained merit and seniority in service, and upon such examinations as may be for the good of the public service. Finally a section is devoted to carefully defining the authority and duty of the commission, which can not be without interest to any citizen of the great municipality: "The persons so appointed or employed shall be known as Municipal Civil-

service Commissioners, and within the amount appropriated therefor they shall have authority to employ a secretary, examiners, and such other subordinates as may be necessary. It shall be the duty of such persons to make reports from time to time to the State Civil-service Commission, whenever said commission may request, of the manner in which the civil-service law, and the rules and regulations thereunder, have been and are administered, and the results of their administration in such city, and of such other matters as said commission may require, and annually, on or before the tenth day of January in each year, to make such a report to said commissioner, and it shall be the duty of said State Commission in its annual report to set out either these reports, or a sufficient abstract or summary thereof, to give full and clear information as to their contents.

"It shall be the duty of all persons in the official service of the city to conform to and comply with said rules and regulations, and any modifications thereof made pursuant to the authority of this section or said rules and regulations, and to aid and facilitate in all reasonable and proper ways the enforcement of said rules and regulations, and any modifications thereof, and the holding of all examinations which may be required under the authority of this section or said rules and regulations. Until the appointment of a Municipal Civil-service Commission under this act in said city the Municipal Civil-service Commissioners now in existence in any part of the territory of said city shall continue in office, and the civil-service rules now in force therein shall continue to be in force until the adoption of new rules hereunder. The authority by this section conferred shall not be so exercised as to take from any policeman or fireman any right or benefit now conferred by law or by this act, or existing under any lawful regulation of the department in which he serves. Proper provisions shall be made in the annual budget for all the expenses of the Municipal Civil-service Commissioners."

Another interesting feature of the city's administration not scheduled under any of the departments, but placed, as it were, under the wing of the Mayor and treated of under this chapter, is the Bureau of Municipal Statistics. In the language of the charter: "There shall be a Bureau of Municipal Statistics of the City of New York for the purpose of collecting, keeping, and publishing, as hereinafter or otherwise provided by law, such statistical data relating to the city, as shall be deemed of utility or interest to the city government or its citizens." This bureau is to consist of a Chief, appointed for four years, at a salary of \$3,500 per annum; and of a Commission of not less than three and not more than six members: they shall serve for the term of six years after the first members have divided themselves by lot into three classes to serve two and four and six years respectively, and they receive no compensation. Their expenses, exclusive of the Chief's

salary and those of his assistants, must not ordinarily exceed in any one year the sum of ten thousand dollars.

In a review of the Departments, that of Finance comes in first of all for a share of our consideration, and it deservedly stands first on the list of the departments enumerated by the charter, as we have seen. In round numbers there are some seventy-five millions of dollars to be handled, managed, collected, disbursed, in connection with the administration of the enlarged municipality. The head of this department is called the Comptroller, and he is elected by the people, so as to be perfectly independent of the Mayor, subject neither to his appointment nor removal. Payments by or on behalf of the corporation must be made on vouchers filed in the department, by means of warrants drawn on the Chamberlain by the Comptroller, and countersigned by the Mayor. The Comptroller settles and adjusts all claims in favor of or against the corporation, and all accounts in which the corporation is concerned as debtor or creditor. The Comptroller is obliged to furnish to each head of department, weekly, a statement of the unexpended balances of the appropriations for his department. The assent of the Comptroller is necessary to all agreements entered into by any city officer or department for the acquisition by purchase of any real estate or easement therein. The salary of this officer is fixed at \$10,000 per annum, and he appoints a Deputy-Comptroller. The Finance Department is divided into five bureaus: (1) A bureau for the collection of revenue accruing from rents and interests on bonds and mortgages, from the use or sale of property belonging to or managed by the city, and the management of markets; the chief officer is called Collector of City Revenue and Superintendent of Markets; (2) a bureau for the collection of taxes, headed by the Receiver of Taxes, at a salary of \$5,000 per annum; (3) one for the collection of assessments and arrears, with a Collector, at \$4,000 a year; (4) an Auditing Bureau, with officers called Auditors of Accounts; (5) a bureau for the reception and safe keeping of all moneys paid into the treasury of the city, and for the payment of money on warrants drawn by the Comptroller and countersigned by the Mayor, the chief officer of which shall be called the Chamberlain.

This brings us, then, to the consideration of a very important office and officer. Perhaps a more intelligible title would be treasurer. Though almost stowed away in a corner, so to speak, at the end of the fifth bureau enumerated by the charter, over all of which bureaus and the whole Finance Department towers the Comptroller, separately elected by the people on the same ticket with the Mayor; while the Chamberlain is an appointee of the latter. Yet this functionary receives a higher salary than his chief, or \$12,000 per annum. This is doubtless due to the fact that he actually handles the funds. He is also placed under a bond of \$300,000, with not less than four sufficient sureties. As we read the detail of his duties we are con-

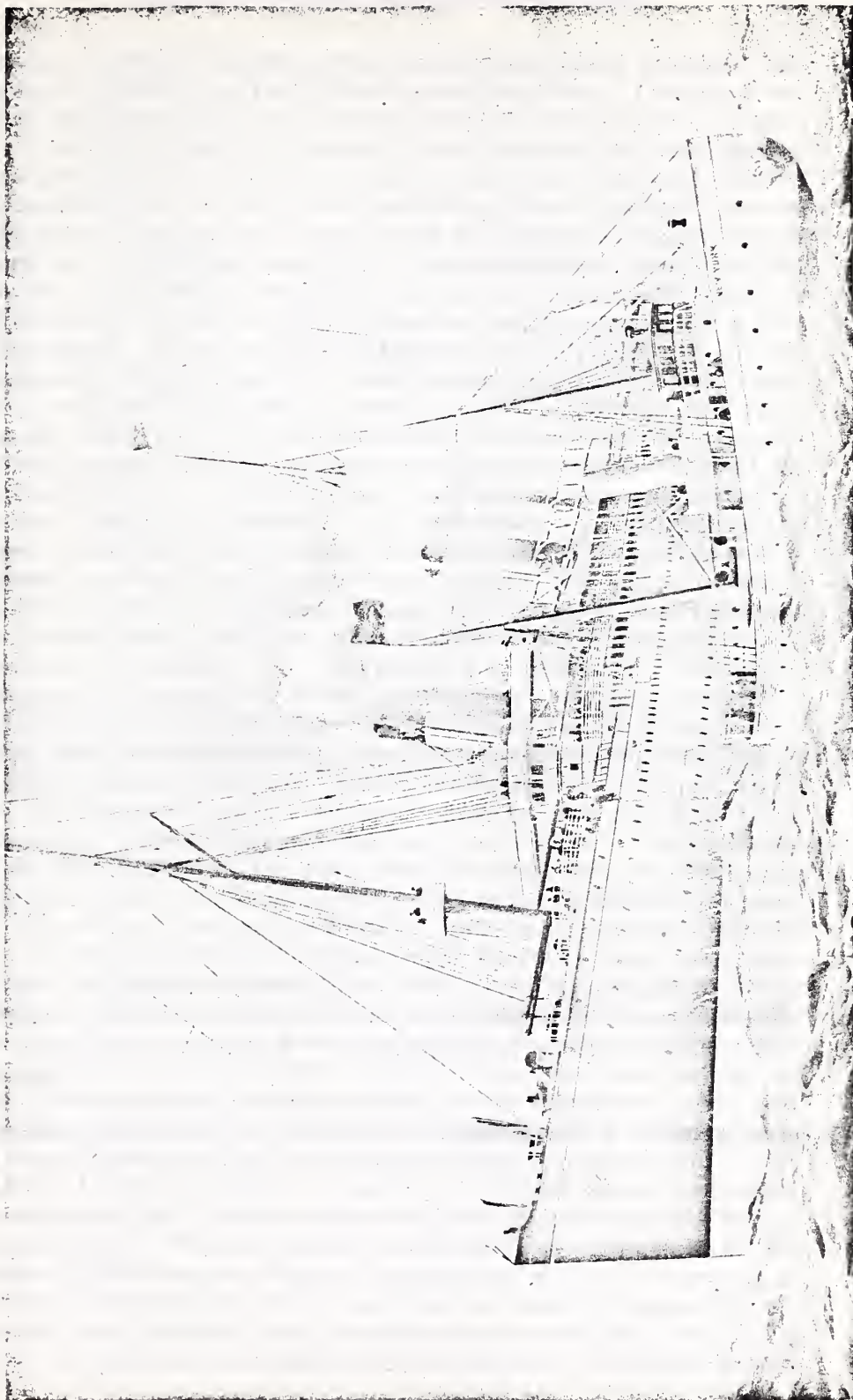
firmed in the conviction that the Chamberlain is a treasurer. He is to render a report statedly to the Municipal Assembly. He deposits all moneys coming into his hands on account of the city, in banks and trust companies properly designated. This is done by a majority vote at a meeting of the Mayor, Comptroller, and Chamberlain, and by written notice to the Comptroller, as to what institutions have been selected; no bank or trust company being selected whose officers shall not agree to pay into the city treasury interest on the daily balances. The Chamberlain draws the money from these banks by checks subjoined and attached to warrants. He must exhibit his bank book to the Comptroller on the first Tuesday of each month. His accounts are annually closed on the last day of November, to be examined during the month of December.

A very important bureau of the municipal government is the Board of Estimate and Apportionment. It is composed of five of the highest functionaries in the city's service: the Mayor, the Comptroller, the Corporation Counsel, the President of the Council, and the President of the Board of Taxes and Assessments. The first meeting of the year is called by the Mayor, and subsequent ones as the Board shall direct; and at the meetings the Mayor presides, and one of the members acts as secretary. We must be particular how we recount the details of proceedings so vital to the conduct of the city's government, and therefore so elaborately provided for by the directions of the charter; hence, in its own language, we continue: "The said Board shall annually, between the first day of October and the first day of November, meet, and by the affirmative vote of all the members make a budget of the amounts estimated to be required to pay the expenses of conducting the public business of the City of New York as constituted by this act, for the then next ensuing year. Such budget shall be prepared in such detail as to the aggregate sum and the items thereof allowed to each department, bureau, office, board, or commission, as the said Board of Estimate and Apportionment shall deem advisable. In order to enable said Board to make such budget, the heads of departments, bureaus, offices, boards, and commissions shall, at least thirty days before the said budget is hereby required to be made, send to the Board of Estimate and Apportionment an estimate in writing, herein called a departmental estimate, of the amount of expenditure, specifying in detail the objects thereof, required in their respective departments, bureaus, offices, boards, and commissions, including a statement of each of the salaries of their officers, clerks, employees, and subordinates. Duplicates of these departmental estimates and statements shall be sent at the same time to the Municipal Assembly. Before finally determining upon the budget the Board of Estimate and Apportionment shall fix such sufficient time or times as may be necessary to allow the taxpayers of said city to be heard in regard thereto, and the said board shall attend at the time or times so appointed for such

hearing. After such budget is made by the Board of Estimate and Apportionment it shall be signed by all the members thereof, and submitted by said Board within ten days to the Municipal Assembly, whereupon a special joint meeting of the two houses constituting the Municipal Assembly shall be called to consider such budget, and the same shall simultaneously be published in the *City Record*. The President of the Council shall preside at such joint meeting, and it shall be the duty of said two houses to consider and investigate carefully the said budget; but such consideration and investigation shall not continue beyond fifteen days. The Municipal Assembly, by a majority vote by all the members elected thereto, may reduce the said several amounts fixed by the Board of Estimate and Apportionment, except such amounts as are now or may hereafter be fixed by law, and except such amounts as may be inserted by the said Board of Estimate and Apportionment for the payment of State taxes and payment of interest and principal of the city debt, but the Municipal Assembly may not increase such amounts nor insert any new items. Such action of the Municipal Assembly on reducing any item or amount fixed by the Board of Estimate and Apportionment shall be subject to the veto power of the Mayor as elsewhere provided in this act, and unless such veto is overridden by a five-sixths vote of the Municipal Assembly the item or amount as fixed by the Board of Estimate and Apportionment shall stand as part of the budget. After the final estimate is made in accordance herewith, it shall be signed by the President of the Council and the members of the Board of Estimate and Apportionment, and when so signed the said several sums shall be and become appropriated to the several purposes and departments therein named. The same estimate shall be filed in the office of the Comptroller and published in the *City Record* and corporation newspapers."

The next Department is that of Law. That the salary of its chief, the Corporation Counsel, is made equal to that of the Mayor himself, indicates the importance and value of such a functionary to the conduct of the city government and the interests of its citizens. He is to exercise the part of the attorney and counsel not only to the Mayor, but likewise to the Municipal Assembly, and to each and every officer, board, and department of the city, and also to the city as a corporation when made a party to a suit as such. He has the power to appoint such number of assistants as he shall deem necessary, who each shall exercise to the full the duties of corporation counsel in the special cases delegated to him by his chief. There may also be established branch offices; in the Borough of Brooklyn such a branch must be appointed, and at option in all or either of the other boroughs.

The third division of city administration is the Police Department. By provision of the charter it is not single-headed, but rather of hydra order in that way. "The head of the Police Department shall be called the Police Board." That Board consists of four persons,



STEAM PILOT BOAT NEW YORK.

known as Police Commissioners, two of whom must belong to the Democratic Party and two to the Republican Party. Here have we, then, the bi-partisan police board. This is quite at variance with the "Brooklyn idea," in which city this as well as the other departments was administered by a single commissioner. Its very terms of composition, too, wipe out the expectation that "politics" can be kept out of a department where it will do the most harm, and which ought to be conducted, from chief to lowest patrolman, with the most absolute impartiality and indifference as to political sentiments or affiliations. A recent writer puts the case strongly against the bi-partisan board. He says: "The bi-partisan police board was not invented for the public benefit. Every experienced police official knew that it was totally opposed to public interests. More than four years ago an honest and able man who knew what he was talking about pointed out that a so-called bi-partisan board was powerful for evil and helpless as a child for good. It could not enforce discipline, which is absolutely essential to the efficiency and integrity of the force. 'When the period arrives,' he said, 'that nations shall have four Executives, States four Governors, cities four Mayors, two of whom shall be elected or appointed because they disagree with the other two; when banks shall have four Presidents instead of one, elected because they disagree; trust companies four Presidents; four Superintendents of Police, four Police Captains for each precinct, two appointed because they disagree with the others, and good results flow from the divided responsibility, why then, and not until then, can it be urged with any force that there should be four Police Commissioners.' It has been shown over and again since this was said that a bi-partisan police board can not serve the public." On the other hand, Mr. William C. De Witt, himself a Brooklyn man, has some words in defense of a board so constituted, although only in the case of a "Czar-Mayor," and a short term. "Under such a Mayor," he said, "it is better that the Police Department should be bi-partisan, since a body of policemen growing in a few years from eight to fifteen thousand in number might, through malign influences upon those who are dependent upon the license and indulgence of the municipality, through the fears of the timid, whom they might menace, and by virtue of their organized and far-reaching power, exercise a control over our elections as fatal to our rights and liberties as a standing army in time of peace is to the freedom and prosperity of a republic. A bi-partisan board, amenable at all times to the Mayor's power to remove, is far better than a partisan police with a bold and ambitious Fouché at their head." The chief apprehension felt by people in regard to the political affiliations so distinctly accentuated in the very make-up of the Board, is the fact that it is made to act also in a capacity which puts it into influential and governing connection with elections, in that "it shall also have cognizance and control of the bureau of elec-

tions." The charter says of this bureau: "There shall be in the Police Department created by this chapter a bureau to be known and designated as the General Bureau of Elections of the City of New York, which shall be located at Police Headquarters in the Borough of Manhattan. Branches of said General Bureau shall be established as follows: One in the Borough of The Bronx, one in the Borough of Brooklyn, one in the Borough of Richmond, and one in the Borough of Queens. Said Police Board shall have cognizance and control of said General Bureau of Elections, and of the branches thereof, and of the officers, employees, affairs, and administration of said General Bureau and its branches. The affairs of said General Bureau of Elections and of said branches thereof, under and subject to such rules, regulations, and orders as may, from time to time, be made by said Police Board, not inconsistent with the provisions of the election law or of this chapter, shall be managed, conducted, and carried on by a person chosen and appointed by said Police Board who shall be known as the Superintendent of Elections of the City of New York; and such other officers, clerks, assistants, and employees as may be selected or appointed as hereinafter provided." Now, Mr. De Witt, one of the Charter Commissioners, in the lecture aforesaid, meets the objection to the bi-partisan nature of the board on this very ground by explaining from the position of an expert, and one who, by his connection with the charter, had an inside knowledge of the purposes which might not always be expressible in words. He says: "Nor is there anything in the suggestion that the charter gives the police any real control over the machinery of our elections. While the heads of the Bureau of Elections are selected by the bi-partisan Board of Police, and their offices are seated in that department, their relation to the elections is purely clerical and perfunctory. All the real election officers—the registers, who make up the list; the inspectors, who superintend the casting of the ballots in the boxes, and the canvassers who count the votes—are appointed by the regular committees of the political parties respectively. The returns are made to several departments and there is not the slightest chance under the charter for the police to interfere with the votes or the count." This may be a very roseate view of the situation, but we are bound to hope the best of what is now established, and prepare for improvement if evidence of its actual working convinces us that the scheme operates worse than we hoped and as badly as we feared.

It was necessary, of course, to abolish the police departments in the other two cities embraced within the consolidation—Brooklyn and Long Island City; as also in the County of Richmond, or Staten Island, erected in 1867; but the members of the several forces in those localities were by special provision of the charter transferred bodily and looked upon as members of the force of the greater municipality, retaining the captains, sergeants, and other officers as they were. As

before, the executive officer of the Board of Commissioners is the Chief of Police, chosen by the Board.

The next Department to be noticed is the Board of Public Improvements. Its title sufficiently defines its purposes, and its various departments indicate the different items of improvement which it aims to secure, thereby to promote the health, habitability, comfort, and safety of the city. The charter makes the Board consist of a president, appointed by the Mayor, and further, of the Mayor himself, the Corporation Counsel, the Comptroller, and after these of the Commissioners having in charge the various departments: Water Supply; Highways; Street Cleaning; Sewers; Public Buildings, Lighting, and Supplies; Bridges; as well as the Presidents of the five Boroughs, none of the latter having a vote except upon questions pertaining particularly to his own Borough.

If this is the department of utility, seeking to promote everything that is materially necessary for the city, the Department of Parks has a bearing on that higher life of the city which we showed in our previous volume, is also abundantly realized and pursued in our midst. It is to be administered by a Board of Commissioners described as follows by the charter: "The head of the Department of Parks shall be called the Park Board. Said Board shall consist of three members, who shall be known as Commissioners of Parks of the City of New York. They shall be appointed by the Mayor. One of said Commissioners shall be the President of the Board, and shall be so designated by the Mayor. In appointing such Commissioners the Mayor shall specify the borough or boroughs in which they are respectively to have administrative jurisdiction, to wit: one in the Boroughs of Manhattan and Richmond; one in the Borough of The Bronx, and one in the Boroughs of Brooklyn and Queens. The principal office of the Department of Parks shall be in the Borough of Manhattan. There shall be a branch office in the Boroughs of Brooklyn and The Bronx, and a branch office may be established in the Borough of Queens or the Borough of Richmond, in the discretion of the Board. At any time when requested so to do by said Board, the Mayor may make a new specification of the borough or boroughs in which said Commissioners are respectively to have administrative jurisdiction. The salary of each of said Commissioners shall be \$5,000 a year." A most important provision is the attachment to the Board, as an officer with considerable power, of a landscape architect. His assent is required to all plans and works or changes, respecting conformation, development, or ornamentation, not only of the great parks, but also of the squares and public places in the city. The two great works now under contemplation and partially completed—the building of the New York Public Library on the site of the Forty-second Street Reservoir, and the splendid edifice of the Brooklyn Institute, of which one wing is finished—are placed under the care of this Board of

Commissioners, or rather under the special supervision of the Commissioners having jurisdiction over the boroughs where they are located.

If the landscape architect is a step in advance in the management of parks, not too much can be said in praise of another provision, initiated by the charter of the greater city. This is the Art Commission, which is made an integral part of the Park Department. The language of the charter in regard to it reads: "There shall be an Art Commission for the City of New York, composed as follows: (1) the Mayor of the City of New York, *ex-officio*; (2) the President of the Metropolitan Museum of Art, *ex-officio*; (3) the President of the New York Public Library (Astor, Lenox, and Tilden foundations), *ex-*



MILITIA MANEUVERS IN VAN CORTLANDT PARK.

officio; (4) the President of the Brooklyn Institute of Arts and Sciences, *ex-officio*; one painter, one sculptor, and one architect, all residents of the City of New York, and three other residents of said city, none of whom shall be a painter, sculptor, or architect, or member of any other profession in the fine arts. All of the six last mentioned shall be appointed by the Mayor from a list of not less than three times the number to be appointed, proposed by the Fine Arts Federation of New York." In such hands is to be placed for the future the duty of saving the city streets, squares, and parks from the disfigurements that now in so many lamentable instances pose as ornaments in the way of monuments or statues. For the powers of the Art Commission are delineated in no equivocal language, and the charter evidently meant to make business for them: "Hereafter no

work of art shall become the property of the City of New York by purchase, gift, or otherwise, unless such work of art or design of the same, together with a statement of the proposed location of such work of art, shall first have been submitted to and approved by the Commission; nor shall such work of art, until so approved, be erected or placed in or upon, or allowed to extend over or upon any street, avenue, square, common, park, municipal building, or other public place belonging to the city. The Commission may, when they deem proper, also require a complete model of the proposed work of art to be submitted. The term 'work of art' as used in this title shall apply to and include all paintings, mural decorations, stained glass, statues, bas-reliefs, or other sculptures, monuments, fountains, arches, or other structures of a permanent character, intended for ornament or commemoration. No existing work of art in the possession of the city shall be removed, relocated, or altered in any way without the similar approval of the Commission. When so requested by the Mayor or the Municipal Assembly the Commission shall act in a similar capacity, with similar powers, in respect of the designs of municipal buildings, bridges, approaches, gates, fences, lamps, or other structures erected or to be erected upon land belonging to the city, and in respect of the lines, grades, and plotting of public ways and grounds, and in respect of arches, bridges, structures, and approaches which are the property of any corporation or private individual, and which shall extend over or upon any street, avenue, highway, park, or public place belonging to the city. But this section shall not be construed as intended to impair the power of the Park Board to refuse its consent to the erection or acceptance of public monuments or memorials or other works of art of any sort within any park, square, or public place in the city." In regard to the removal of objectionable works of art now located, the Commission must approve or disapprove of the same within forty-eight hours after notice of such desire to remove has been given by the Mayor. If they fail to act within the time specified, it will be taken to mean approval; which is a very wise provision, as in this way abortions and eyesores can be quietly consigned to oblivion, without any direct action on the part of the Commission, and thus they can perform a painful duty without actually assaulting the sensitive nerves of some unsuccessful artist, whose works fell in former times upon a less critical community or city magistrates. This creation of the charter deserves the encomiums of Mr. De Witt, in the often-quoted lecture drawing attention to its fine points. He says of it: "Among the minor gems of the charter I may mention the Art Commission, which, emanating with the Society of Arts and Sciences in the City of New York, was finally, with the aid of Mr. Elihu Root, put into legal form agreeable to the Constitution of the State. In this section we have, with something of the Athenian spirit, cared for public works of art, and seen to it that no public

building, memorial, statuary, or work of art can be erected in any of the public places of the city without the approbation of expert and distinguished artists." We are quite prepared to share his enthusiasm, and recognize with him with pride something of the Athenian spirit in this commercial metropolis. We would even venture to go beyond him a little and regard the Art Commission as something more than a "minor gem." Let us call it a gem, without further qualification of the lessening sort. It is a distinct triumph of the higher life of the city, educated to an appreciation of the requirements of a refined taste by the ministrations thereto of parks and art societies, and splendid museums, long familiar to the people and increasingly loved and utilized by them.

The Department of Buildings need not detain us with a detailed description, as it can easily be surmised what its province is and that such responsibilities as naturally fall to it must be placed somewhere, or upon somebody, in every city. The Department of Public Charities is one too that now belongs to the administration of every city in civilized and Christian countries. Yet it seems as if it were peculiarly at home in New York City, remembering that its earliest name was New Amsterdam. Even Louis XIV., with his hand upon the throat of the hated Republic, with his invincible armies encamped in the very heart of Holland, occupying Utrecht, threatening The Hague, within a few miles of Amsterdam, and kept from reducing the latter only because the citizens had let in the ever-pressing sea upon the land—Louis XIV. himself even then said that Amsterdam would be safe from calamity and proof against his attack because of its abundant and world-renowned charities. The greater city simply carries on the traditions of the lesser, and of its former namesake, and therefore no detailed account of its work in this direction is in place here. Even before the consolidation a very desirable separation had been made of the Department of Correction from that of Charities, which is of course continued under the new régime. Likewise is there no novelty about the Fire Department for the three cities involved in the expansion into the greater city. As in the case of the Police Department, firemen of the formerly separate municipalities are simply incorporated as a part of the larger commonalty, officers and companies being transferred bodily. For the rural districts the extension of the operations of this department are particularly reassuring and beneficial.

The Department of Docks and Ferries naturally finds its work immensely increased by the great extent of water front, hitherto, indeed, all a part of the harbor or port of New York, but not all before subject to the actual official management of the city itself. Parts of the Sound, all the river front along the entire line of banks from Hell Gate to Coney Island, the whole circuit of Staten Island, the shores of Rockaway Bay, and the lonely stretch of beach on which the wild

Atlantic beats its restless breakers,—all this must now come within the supervision of this Dock Board, as well as both sides of Manhattan Island and the two banks of the unnecessary Harlem River. And by virtue of the consolidation there is wiped out forever occasion for dispute between Brooklyn and New York as to the right to lands on the Long Island shore of the East River. The corporation which in 1708 wanted so much more of the earth in advance, has now come over upon this territory itself, and has its hold upon land quite beyond high-water mark. Again there is nothing new excepting in the extension of its business, in the Department of Taxes and Assessments. The lesser city, or cities and counties, or townships, needed to inflict this ever unpopular but indispensable burden upon their inhabitants. The great city resulting from their combination certainly can not well dispense with a revenue; which mighty wheel can only be turned by many shoulders being put to it. After a happy allusion to the brave knight in Charles Reade's "The Cloister and the Hearth," who explains after the successful defense of his city that the reason the people had risen in arms was, "Tuta-tuta-tuta too much taxes," which was the best his stammering tongue could utter, Professor John Fiske in his "Civil Government," goes on to say: "'Too much taxes': those three little words furnish us with a clew wherewith to understand and explain a great deal of history. A great many sieges of towns, so horrid to have endured though so picturesque to read about, hundreds of weary marches and deadly battles, thousands of romantic plots that have led their inventors to the scaffold, have owed their origin to questions of taxation. . . . The question as to how much the taxes shall be, and who is to decide how much they shall be, are always and in every stage of society questions of most fundamental importance. . . . The French Revolution of 1789, the most terrible political convulsion of modern times, was caused chiefly by 'too much taxes,' and by the fact that the people who paid the taxes were not the people who decided what the taxes were to be. Our own Revolution, which made the United States a nation independent of Great Britain, was brought on by the disputed question, as to who was to decide what taxes American citizens must pay." We can not but wish the Department of Taxes, therefore, good luck in its unpopular work, for its work must be done whether men like it or not, if they want to live in a civilized community; and none would sooner find fault if the work were not done, and its results, therefore, failed to become apparent, than those who grumble most habitually now.

The Department of Education again furnishes us with many points of necessarily novel arrangement under the charter for the consolidated city. Here was a problem indeed before the Commission! Each of the great cities of New York and Brooklyn had its own elaborate system of public schools, carried to the highest pitch of excellence

and efficiency, to whose ever increasing superiority were devoted Boards of Education composed of the most eminent and intelligent citizens. Brooklyn's common schools had a reputation of which she might be justly proud, crowned by two high schools,—one for boys and one for girls,—where the young people of the city were given satisfactory instruction in some of the more liberal branches, and fitting them within her own borders to take up the work of teaching in the schools whose excellence she guarded with such jealous care. And there was New York, thinking not a whit less of its own common schools, and pointing with pardonable exultation to its College of the City of New York for young men, and its Normal College for young women, so that a free education here embraced opportunities for boys and girls otherwise extended only to families who could afford to send their children to Harvard or Vassar, or some of the less noted colleges



VAN CORTLANDT PARK—FIRST BATTERY WAITING FOR ACTION.

for either sex. Then as for the other boroughs, there were excellent schools in Newtown; high schools of good repute at Flushing and Jamaica; and Staten Island fell not far short of the highest aim. It would never do to disregard this element of local interest or local pride, and concentrate all school direction into one general Board of Education for the whole municipality, where would be sunk to the lowest levels of potency that keen individual jealousy to excel and improve, which had made the system in every part so signal a success. There is indeed created a Board of Education for the whole consolidated city. But none the less was there left to each section that which was practically the same governing institution or commission it had had before. The device was simple enough; we can see now how easy it is to make the egg stand on its small end after Columbus has shown us the way. Each former Board of Education was virtually kept intact—was merely given another name—and centralization secured by

proportionate representation in a general body having the oversight of the entire city, to secure unity of interest or uniformity of policy where such were needed for the better advancement of the cause of education. Thus for the various Boroughs we have School Boards, and for the whole city a Board of Education.

The School Boards are thus organized by provision of the charter (1) A School Board for the Boroughs of Manhattan and The Bronx. This is simply the old Board of Education of New York, which exercised jurisdiction over all the wards of the city, on both sides of the Harlem River. Being such, the members of that former board became members of the new board *per se*, their terms counting as if no change had been made, and their number fixed at twenty-one as before. (2) A School Board for the Borough of Brooklyn, constituted on exactly the same principles. The forty-five members of the Brooklyn Board of Education became those composing this School Board, the terms of service being determined by the rule applicable under the former system: the Mayor being directed in the case of either of these School Boards to appoint successors as their terms of original appointment expire. (3) A School Board for the Borough of Queens; and (4) a School Board for the Borough of Richmond. Each of these is composed of nine members. This being an entirely new arrangement for these localities the appointments had to be *de novo*. There was a Long Island City, and it had a Board of Education; but as this partook very much of the farcical nature that characterized other municipal functions in this picturesque city, it was entirely and fortunately ignored, and its members became as if they had not been. To constitute these really new Boards, therefore, the Mayor, on the third Wednesday of January, 1898, appointed nine persons for each of these two Boroughs. The terms are to be for one, two, and three years, respectively, in classes of three; and when these terms expire their successors are to be appointed thenceforth for three years.

These school interests and the school management having been thus localized, so to speak, for efficient action at these four vital points, the charter proceeds to concentrate their practical labors, and to broaden that otherwise too localized interest by gathering up from these boards a membership for the city's Board of Education. Each School Board furnishes a quota, the smaller Manhattan and Bronx Board having twice the number that the large Brooklyn Board delegates, in consideration not so much of the number of the members of either Board, which is mainly an accident of usage in either city, as of the extent of population, and, therefore, subjects for education, in these Boroughs. And now we are ready for the charter's own definition of this Board of Education: "There shall be in the City of New York as constituted by this act, a Board of Education, which shall have the management and control of the public schools and of the public-school system of the city, subject only

to the general statutes of the State relating to public schools and public-school instruction, and to the provisions of this act. The Board of Education of the City of New York shall consist of nineteen members, and shall be composed as follows: Of the Chairman of each of the School Boards provided for by the last preceding section, by virtue of his office, and of ten delegates elected by the School Board of the Boroughs of Manhattan and The Bronx, and of five delegates elected by the School Board of the Borough of Brooklyn, to be chosen from the membership of said School Boards, respectively. The members of the Board of Education so elected shall serve for one year and until their successors are chosen. On the third Monday of February, in the year 1898, and in every year thereafter, the said Board of Education shall organize by electing one of its members as President of the Board, who shall preside at its meetings, and shall have the same power to vote thereat as any other member, but who shall not have the power of veto. Any vacancy in the office of members of the Board of Education, caused by death, resignation, or otherwise, shall be filled for the unexpired term in the same manner as the officer whose office is vacated was chosen or elected. Members of the Board of Education and of the several School Boards shall serve without pay." It then proceeds to express its *raison d'être*, its position before the city, and in behalf of its subsidiaries. "The Board of Education shall represent the schools and the school system of the City of New York before the Board of Estimate and Apportionment, and before the Municipal Assembly in all matters of appropriations in the budget of the city for educational purposes, and in all other matters, and shall, in general, be the representative of the school system of the city in its entirety. The said Board shall require from each School Board estimates in detail of the moneys needed for the administration of the Department of Education in its Borough, and it shall be the duty of each School Board, whenever required by the Board of Education, to transmit such estimates to the said Board. The Board of Education shall, thereupon, restate, rearrange, revise, and verify such estimates so as to form an estimate for the entire school system of the city, which it shall submit, properly divided into items under the general school fund and the special school fund, to the Board of Estimate and Apportionment for its action." The general Board appoints certain officers, such as its own Secretary; a Superintendent of Buildings, who must be an experienced architect; a Superintendent of School Supplies.

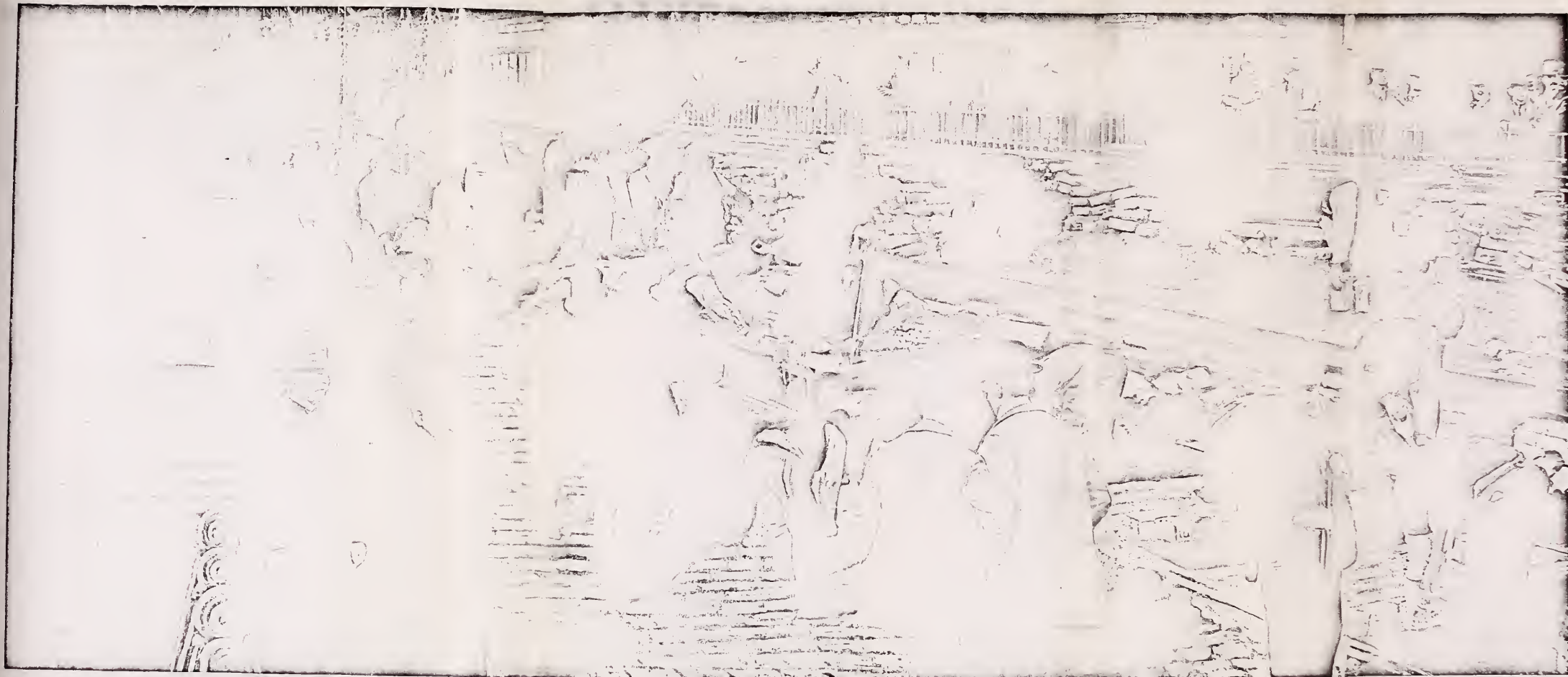
But the Board comes most directly in contact with the work of education in the various sections of the city, where otherwise it is left so fully to local bodies—through one most important officer—its City Superintendent of Schools. The Board looked abroad for the most distinguished educators in the land to fill this position, and men in the most prominent places in college or university halls deemed

it an honor to be considered available as incumbents. It is greatly to the credit of Brooklyn that finally the choice fell upon its Superintendent of Schools when it was still a city; while it was also a gentleman much identified with educational work in Brooklyn and a resident thereof, who was selected for the responsible office of Secretary of the Board. It will not be out of place to read in its own language how the charter defines the nature of the duties of the City Superintendent: "The City Superintendent of Schools shall have the right of visitation and inquiry in all of the schools of the City of New York as constituted under this act, and he shall report to the Board of Education on the educational system of the city, and upon the condition of any and all of the schools thereof, but he shall have no right of interference with the actual conduct of any school in the City of New York. He shall have a seat in the Board of Education and the right to speak on all matters before the Board, but not to vote. . . . As often as he can consistently with his other duties [he] shall visit the schools of the city as he shall see fit, and inquire into their courses of instruction, management, and discipline, and shall advise and encourage the pupils and teachers and officers thereof; subject to the by-laws of the Board of Education, he shall prescribe suitable registers, blanks, forms, and regulations for the making of all reports, and for conducting all necessary business connected with the school system not devolved upon the Borough Superintendent by this act, and he shall cause the same, with such information and instructions as he shall deem conducive to the proper organization and government of the schools, and the due execution of their duties by school officers, to be transmitted to the officers or persons intrusted with the execution of the same. He shall submit to the Board of Education an annual report containing a statement of the condition of the schools of the city, and all such matters relating to his office and such plans and suggestions for the improvement of the schools in the school system, and for the advancement of public instruction in the City of New York as he shall deem expedient, and as the by-laws of the Board of Education may direct. He may appoint such clerks as he may deem necessary and as are authorized by the Board of Education, but the compensation of such clerks shall not exceed in the aggregate the amount appropriated therefor. He shall assign his clerks to their various duties, and may suspend or discharge them for cause, but in such case the clerks shall have a right of appeal to the Board of Education. He shall report as often as the Board of Education shall direct upon any matter, or matters, intrusted to his charge, in such detail as shall be required of him. He shall maintain his main office in the Borough of Manhattan, and in such building as the Board of Education shall direct. He shall have power, at any time, to call together all of the Borough Superintendents and Associate Superintendents for consultation. It shall further be his duty to report any

case of gross misconduct, insubordination, neglect of duty, or general inefficiency on the part of any Borough Superintendent or Associate Superintendent first to the School Board of the Borough concerned, and, failing of remedy, then to the Board of Education."

It need hardly be added that each School Board may appoint a Secretary, and also its own Superintendent of Schools. They also appoint one Associate Superintendent for every seven hundred teachers, and when thus there are more than one or two Superintendents and Associates, they constitute a Borough Board of Superintendents. Again to keep up in good working order the articulation which makes these bodies serve one purpose while they act separately, they must report to the general Board regularly every year, and at any time between upon any subject the central body may by resolution require. An important function of the Board of Education as such, wherein it takes the place of the former Board of the lesser city, is to act as a Board of Trustees of the College of the City of New York, and of the Normal College. These institutions, of course, are now thrown open for the admission of students from every part of the consolidated city. As in some of the Boroughs, notably in that section of Queens where was in operation that ever lamentable experiment in municipal existence, the reading of the Bible was excluded from the schools absolutely, it will be of interest to notice that this custom is restored under the jurisdiction of the greater city. The charter, upon the subject of sectarianism and the Bible, declares itself as follows: "No school shall be entitled to or receive any portion of the school moneys in which the religious doctrines or tenets of any particular Christian or other religious sect shall be taught, inculcated, or practiced, or in which any book or books, containing compositions favorable or prejudicial to the particular doctrines or tenets of any particular Christian or other religious sect shall be used, or which shall teach the doctrines or tenets of any other religious sect, or which shall refuse to permit the visits and examinations provided for in this chapter. But nothing herein contained shall authorize the Board of Education or the School Board of any Borough to exclude the Holy Scriptures, without note or comment, or any selections therefrom, from any of the schools provided for by this chapter, but it shall not be competent for the said Board of Education to decide what version, if any, of the Holy Scriptures, without note or comment, shall be used in any of the schools; provided that nothing herein contained shall be so construed as to violate the rights of conscience, as secured by the Constitution of this State and of the United States."

Last of all the Departments on the list appears that of Health, in which there is nothing essentially new introduced by the augmentation of the city to its larger dimensions, except again that a wider sphere is marked out for it, and sections of the city hitherto left to the tender mercies of local arrangements (or no arrangements) are now



CONNECTING NEW YORK AND BROOKLYN BY THE ELECTRIC TROLLEY.
FINISHING THE GREAT WORK AT THE NEW YORK TERMINUS OF THE BROOKLYN BRIDGE.

to derive the benefits of the science and practical experience of the City's Board.

Thus then we have presented a rapid review of the machinery of government that has been set in operation by consolidating into one great city the thickly inhabited regions clustering about the waters of the port of New York, and filled with population as the results of its commerce. It presents in many ways a picture of municipal administration that is perfectly unique. London's is a much more awkward and unintelligible government. Paris has twenty-two arrondissements, with a Mayor in each. By the side of these municipalities ours has an administration which is simplicity itself, and yet reaches a firm hand out to its remotest bounds of more than three hundred square miles. The Mayor, with his great powers and clearly defined responsibilities; the two houses of legislation; the ramification of work vital to the revenue, material comfort, personal safety, education, higher life, health, and prosperity of the great corporation, into numerous departments, commanding for their service by generous compensation the highest talents of the specialist,—all this sets forth the City of New York, as now constituted, a model of municipal government for all the world. It ministers, too, to the patriotism that should expand to a wider communion of interest than laudable civic pride, to reflect that the city's government is made so efficient in its simplicity combined with strength, because it has taken as its pattern the Constitution of the Federal Union, under whose happy auspices and successful operation the Republic has taken its place among the great powers of the earth. It will be due largely to her excellent and wise system of municipal government that New York will pass from a position second to London only, to that of *the first city of the world*.

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